Sole Agents for the reneral-Agents

NEW SERIES No. 1220. 日七十月四年五十二緒光

FRIDAY, MAY 26, 1899.

五拜禮

號六十月五英港香

THIRTY DOLLARS PER ANNUM.

Banks.

Jorohama specie bànk, limited ESTABLISHED 1880. PAID-UP CAPITAL

RESERVE FUND..... Head Office :- YOKOHAMA. Branches and Agencies. -

NEW YORK. LYONS. LONDON: SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAL LONDON BANKERS: . . .

THE LONDON JOINT STOCK BANK, LD PARRS' BANK, Ld. THE UNION BANK OF LONDON, Lt. Hongkong Agency :-Interest Allowed

On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent,

Agent. Hongkong, 7th April, 1899. [382

HONGRONG AND SHANGHAL BANKING CORPORATION. RESERVE FUND\$10,000,000

RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Stens, Esq., Deputy Chairman.

' É. Goetz, Esq., 1 A. I. Raymond, Est. Haupt, Esa. R. H. Hill, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. | E. Shellim, Esq. A. McConachie, Esq. | R. Shewan, Esq. COTET MANAGER:

Managle: Shanghai- J. P. WADE, GARD'NER, Esq. LONDON BANKERS -- LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG -INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

Hongkong - T. JACKSON, Esq.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 35 per Cent. per Annum: For 12 months, 4 per Cent. per Annum.

Chief Manager. Hongkong, 3rd May, 1899.

HONGKONG SAVINGS BANK.

T. TACKSON,

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

Depositors may transfer at their optionbalances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND-SHANGHAL BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

RESERVE LIABILITY, OF SHARE-

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per unnum on the Daily Balances." On Fixed Deposits for 12 months... 4 per cents

T. H. WHITEHEAD. Manager, Hongkong. Hongkong, 20th May, 1898.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

... Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office; -- SHANGHAL.

Branches and Agencies. CANTON. HANKOW. CHEFOO. -PEKING. CHINKIANG... SWATOW. FOOCHOW. TJENTSIN.

THE Bank purchases and receives for col-I lection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic. Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities.

Bills discounted. INTEREST ALLOWED ON DEPOSITS.

% per Annum Fixed Deposits for 3 months. E. W. RUTTER, Acting Manager.

THE NATIONAL BANK OF CHINA

HEAD OFFICE:-HONGKONG Board of Directors

E. Burnie, Esq. D. Gillies, Esq. Chan Kit Shan, Esq. Kwan Hoi Chuen, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Managet, GEO-W. F. PLAYFAIR.

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

CAPTAINS LONDON, &c. .. Parramattat.A. Symons Noon, 27th May ... Freight or Passage. LONDON....... JavaJ. Chellew, R.N.R.......About 1st June..... Freight'or Passage. JAPANSocotra*T. H. Hide, R.N.R.About 19th June ... Freight only. " (Passing through the Inland Scale) † (See Special Advertisement). For Further Particulars apply to " H. A. RITCHIE, Superintendent.

Hongkong, 26th May, 1899.

Hongkong, 25th May, 1899.

VI A

Per case I doz. quarts... Per case 2 doz. pints \$1/

STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & SOLE AGENTS.

THE BEST.

\$12.00

12, QUEEN'S ROAD.

PER DOZEN.

Hongkong, 19th May, 1899.

CLUBHOTEL LIMITED

No. 5-B, BUND, YOKOJIAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897.

NEW STOCK OF LADIES

NEW, FLOWERS, REATHERS, LAGES, RIBBONS, &c., &c.

Hongkong, 24th March, 1808.

[8] Hongkong, 16th March, 1800.

[27, -, | Hongkong, 1rd May, 1r

Untimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.:

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER DODWELL & CO., LIMITED, General Agents.

CRAIGIEBURN. THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1.350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEA

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, CITY OFFICE, 7, Duddell Street. Manager. Hongkong, 4th January, 1899.

FROM

INFECTION

A DEMAND HAS BEEN CREATED FOR

ESSETS' FLUID A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

Some Agents—WATKINS & CO. Hongkong, 6th May, 1899.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known IAPANESE TABLE WATER

TANSAN.

FLETCHER & CO. CARMICHAEL & CO.

SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

> THE PETER SYS COMPANY, Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

12th October, 1898.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, on MONDAY, the 29th instant, at 5.15 P.M. BUSINESS :-- Adoption of Reports and Passing of Accounts.

W. S. BAILEY, Hon. Secretary. Hongkong, 22nd May, 1899. THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE TO SHARPHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COM-PANY'S OFFICE, No. 4, Praya Central, at NOON, on TUESDAY," the 30th instant, for the pur-

pose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, The TRANSFER BOOKS of the Company | DOOMS with or without BOARD, in CENwill be CLOSED from the 22nd to the 30th instant, both days inclusive.

EDWARD OSBORNE, Secretary, Hongkong, 19th May, 1899. NOTICE ...

THE SECOND GYMKHANA MEET- OFFICE ROOMS on 1st floor of No. 4, ING of this SEASON will be held on Queen's Road, Central, (lately the lately the RACE COURSE, HAPPY VALLEY, on PERIAL BANK OF CHINA). SATURDAY, the 17th June.

Gymkhana. THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE,

A CERTIFICATE for 100 shares numbered 16972/17071 standing in the Register of this Company in the name of Miss ELLEN FARREL BROWN having been LOST, Notice is hereby given that a DUPLICATE CERTIFICATE for the said too shares will be issued one month hence, and that the ORIGINAL CERTIFICATE unless produced within that period will thereafter be held by the Company as null and void

Per pro SHEWAN, TOMES & CO. ANTHONY BABINGTON.

PROF. H. FRANKEL,

[1242

AMERICAN

SURGEON-CHIROPODIST. . .

INDERTAKES to extract Corne, and to cure Warts, Bunions and Ingrowing

TERMS MODERATE.

ADDRESS: --54-56 Queen's Road Central. Hongkong, 1st May, 1899.

To be Net.

TO LET

TRAL POSITION. Summer Rates. c/o of this Office. Hongkong, 17th May, 1899.

Compradore Office, E. C. HOCHAPFEL,

-Hongkong, 23rd March, 1899.

S EMI-DETACHAD VILLA RESIDEN-CES on Bowen Road (now in course of

PROPERTY lately occupied by the Bowrington Saw Mills. "BAHAR LODGE." The PEAK 6, ORMSBY TERRACE,—Kowloon.

GROUND and 1ST FLOORS, 52; PEEL STREET. OFFICES:-1st floor, No. 10, PRAYA CENTRAL Chately occupied by Apply to

THE HONGKONG LAND INVEST-

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION. IR. GEO. P. LAMMERT has been instructed to sell by

TUBLIC AUCTION WEDNESDAY, the 7th June, 1899,

at 2.30(P.Mag) (POSTPONED FROM THE 25TH MAY.) at his Offices in Duddell Street, in 7 Lots.

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES.

LOT 1.-ALL THAT PIECE or PARCEL OF GROUND situate at Victoria in the Colony of Hongkong registered; in the LAND OFFICE as SECTION COF INLAND LOT

. Area 538 square feet. Annual proportion of

Crown Rent \$8.00. The Premises situate upon it are No. 244, Queen's Road Central and consist of a three storeyed Chinese Shopused as a portion of "THE SPORTSMAN'S ARMS" and are let on a lease for 5 years from fliest st March, 1898, at the monthly rental of \$45.00 and taxes.

LOT 2.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SUB. SECTION No. 2, of SECTION N OF IN-

LAND LOT No. 211. Area 538 square feet. Annual proportion of Crown Rent \$8.40.

The premises situate upon it are known as No. 382, Qu'en's Road Central and consist of a three storied Chinese Shop. LOT 3 - ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTIONS

COF MARINE LOT No. 199. Area 1861 square feet. Annual proportion of Crown Rent \$20.85. The premises situate upon it are known as

LOT 4.-ALL THAT PIECE of PARCEL OF GROUND situate at Victoria, aforesaid, and: registered in the Land Office as SECTION K OF MARINE LOT No. 199. Area 667 square feet. Annual proportion of

No. 212, Praya West, and consist of a two

storied Chinese Shop. ...

Crown Rent \$7.50.. The premises situate upon it are known as No. 371, Queen's Road West, consisting of a two storied Chinese Shop and No. 3, Sai Hing Lane, consisting of a godown.

LOT 5.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION BOF MARINE LOT No. 198.

Area 1,576 square feet. Annual proportion of Crown Rent \$19.20, The premises situate upon it are known as No. 224, Praya West, and consist of a two storied Chinese Shop.

LOT 6 -- ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION H OF MARINE LOT No. 198.

Area 974 square feet. Annual proportion of Crown Rent \$11.50. The premises situate upon it are known as

No. 4, On Ning Lane, and consist of a Chinese LOT 7.-ALL THAT PIECE OF PARCEL OF GROUND situate at Victoria, uforesaid, and registered in the Land Office as the Remaining Portion MARINE LOT No. 238,

together with the Reclamation to the Remaining Portion of the said Lot. Area of LOT 443 square feet. Annual pro-

portion of Crown Rent \$7.84. The premises situate upon it are known as-Nos. 50 and 51, Praya West, and consist of a-Chinese godown.

The Reclamation has nearly been completed and contains an area of 2,397 square feet. For Particulars and Conditions of Sale.

The Auctioneer;

Messrs. DEACON & HASTINGS, The Vendor's Solicitors: Hongkong, 17th May, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above .1 Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

SIEMSSEN & Co. Hongkong, 28th May, 1895.

Masonic.

VICTORIA PRECEPTORY.

REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 29th instant, at 8,30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, 22nd May, 1899.

HONGKONG

DASSENGER ELAVATOR from EN TRANCE HALL to each floor. BOARD

and LODGING.

P. BOHMI Proprietor, & Medager

To day's Advertisements.

HONGKONG RIFLE ASSOCIATION. SHORT RANGE CUP AND SPOONS. TO-MORROW (SATURDAY), the 27th

Livinstant, at 3 P.M. Ranges.—500 and 600 yards. Ten Shots and one Sighter.

"MOWBRAY S. NORTHCOTE, Hongkong, 26th May, 1899.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TANSUL THE Company's Steamship

"HAILOONG! Captain Robson, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 26th May, 1899. DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAMSUL ... THE Company's Steamship 🛬

"FORMOSA; Captain Douglas, will be despatched for the above Ports, on MONDAY, the 29th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 26th May, 1809.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"UNDAUNTED," will be despatched for the above port, on MONDAY, the 29th instant, at 5 P.M., instead of as previously advertised. To be followed by the S.S. BENLOMOND," about 3rd June. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 26th May, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

"HOHENZOLLERN! Captain E. Woltersdorff, will leave for the above Ports, on or about WEDNESDAY, the 31st For futher Particulars, apply to

MELCHERS & Co., Hongkong, 26th May, 1899.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAL ... THE Company's Steamship

"SACHSEN, Captain F. Mentre due here with the outward German Mail about the 30th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co.,

Hongkong, 26th May, 1899.

CHINA NAVIGATION COMPANY,

FOR PORT DARWIN, QUEENSLAND PORTS. SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on THURSDAY, the 15th June, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. . N.B .- Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND Australian S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 26th May, 1899.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained us soon as the

Goods are landed. This vessel brings on Cargo :--From London, ex S.S. Tilinalaya & Arcadia. From Australia, ex S.S. Australia. From Bombay, ex S.S. Shannon.

Optional goods will be landed here unless instructions are given to the contrary before P.M. TO-DAY

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Godowns and a certificate of the damage ob- at the port itself, struck for higher wages. tained from the Godown Company-within-ten days after the Vessel's arrival here, after which no Claims will be recongnised.

H. A. RITCHIE, Superintendent: Hongkong, 26th May, 1899.

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY:

NOTICE. ONSIGNEES of CARGO per Steamship

The above Stenmer having atrived, Consignees of Cargo are hereby requested to send in their Hills of Lading for Countersignature, and to falce immediate delivery of their Goods from Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk

Intimation.



MANUFACTURERS OF

LIMITED.

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PUBITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equalto those of their own production.

Sir Edward Frankland, K.c.B. D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and. used by us in our manufacture:---

"It possesses an extremely high " degree of organic purity and is "of most excellent quality for " drinking."

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 19th of May, at 48, Bubbling Well Road, Shaughai, the wife of DUNCAN MCNEILL, barrister-at-law, of a son." - MARRIAGE.

At the Union Church, on 26th inst., by the Rev. C. D. Cousin, JESSIE, the only daughter of James Edwards, of Hongkong, and neice of Surgeon-Major Knowles-Edwards, of the Hermitage, Blackheath, Kent, to JOHN ROBIN BURGESS, of Hongkong.

At the General Hospital, Shanghai, on the

20th inst., JOHN WATSON, in his 61st year.

Hongkong Welegraph

Hongkong, Friday, May 26, 1899.

REUTER'S TELEGRAMS.

THE QUEEN'S BIRTHDAY. LONDON, May 24th.

The Queen's Birthday was honoured through out the world by the Colonial Governors who held leveés, and gave banquets and salutes were fired. President McKinley cabled the congratulations of the American people. The Transvaal Parliament was adjourned out of respect and salutes were fired.

NEW JAPANESE LOAN.

A new Japanese Loan of £10,000,000 at 4% will be issued next week at 90.

THE TRANSVAAL.

The Volksraads have considered President Kauger's Franchise Reforms; the tone of the discussion was unfavourable and the proposals were considered too liberal. On the other hand the Uitlanders regard them as absurdly inadequate.

TYPHOON WARNING.

The Observatory report says: On the 26th at 10.30 a.m. Black Drum hoisted. At 11.10 a.m.: The barometer has fallen considerably on the S. and S.E. coasts of China. The depression seems to be situated to the South of Swatow, and moving towards the S. part of the Formosa Channel, FORECAST:-N.W. to S.W. winds; fair, squally.

LOGAL AND GENERAL.

fire Band of the Hongkong Regiment will. play at the Hongkong Hotel to morrow (Sature ! day) evening, from 8 p.m. to 9.30 p.m.

IT is reported that the Kaiping mines, which were flooded some time previously and from which no coal has been taken for fully a month, have been pumped out and are again being

NEWCHWANG is still witnessing troublesome times. Owing to the enhanced price of millet All damaged Packages must be left in the the boatman have, first in the interior and now Shipping is slack.

> IT is reported in Shanghai that Viceroy Yu Lu of Tientsin has appointed an expectant Taotai named Huang Kien-chai to take over the managership of the China Merchants Co. at that port, vice Huang Kien-yuan promoted to the Shanghai Taotaiship. 🦿

> DESPITE the fact that the water-supply of Macao is by no means so good as that of Hongkong, the place does not appear to suffer so from lack of water as this colony is now doing. The Macao authorities are bringing water into the town in water boats; and it is distributed free from the boats to all who care to come for it. Could not a similar arrange. mento be made in Hongkong in times of

H.M.S. Woodlard successfully completed her steam trials on the roth of May and was commissioned on Saturday, the solli, exactly 28 days from the time the sections were landed at

Tungkadoo Dock THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:---

Anon in a march of the march of the all the al

WE have received from Messrs. Kelly and Walsh a handy little book entitled "Progress sive and Idiomatic. Sentences in Cantoneve Colloquial by A. A. Fulton. This is the second edition of the work, which has been enlarged and a vocabulary added. The book should be most useful to all those studying Cantonese.

THE Echo de Chine records the death of Francisque Sarcey, the famous French writer. Born over seventy years ago, he was first a schoolmaster, but eventually became a writer and dramatic critic. He made his fame largely by his lectures, but as the dramatic critic of the Temps since 1867 he exercised great influence over the theatres and the public.

EXTRAORDINARY meetings of Founders and Ordinary Shareholders of the Central Stores, Limited, were held at the Central Hotel, Shanghai, on the evening of the 19th instant, when the resolutions, authorising the reduction of the capital of the Company and a return of \$3 per share to holders, passed at the annual general meeting, were confirmed.

WHEN a European walks into the Kowloon Hinterland he is, as often as not followed, by a yelling crowd of Chinese youngsters shouting "foreign devil" and spitting behind his back, or to his face should their numbers be considerable. Take a walk out in the Macao Hinterland and all is different. The natives are courteous and friendly and do not troop out to gaze upon the foreigner as upon some strange beast. What is the reason for it, we wonder?

A PRETTY little wedding took place this afternoon at the Union Church, the happy couple joined in wedlock being Miss Jessie Edwards (daughter of Mr. J. Edwards of the Marine) Club) and Mr. John. Robin Burgess. The bride was given away by her father, Mr. Geo. Tuohy acting as best man; and Miss E. Turner (cousin to the bride) was bridesmaid. The Rev. C Dixon Cousin performed the marriage cerémony. Amongst the many presents is an elaborate marble clock by Falconer & Co., presented by members of the Marine Club.

CHINESE ruffians are now attacking their own people and robbing them in broad daylight. Curious to relate the thieves who rob Chinese can be caught, but those who molest Europeans somehow get clear away and cannot be traced. The day before yesterday the proprietor of the Marine Club stepped from his house and saw Chinaman coming towards him pursued by two policemen and two Chinese women. Mr. Edwards snatched a long bamboo from a coolie and managed to trip up the thief, who was pounced upon and held until the police came up. It transpired that the ruffian had snatched. the carrings from the ears of the two Chinawomen.

IT is a peculiar fact that despite the flourishing condition of Hongkong and the decayed state: of Macao, the latter settlement far surpasses us in the matter of rickshas and ricksha coolies. True, the vehicles are somewhat delapidated (they must needs be so to match their surroundings) but they are roomy and comfortable and one is not cramped up in them as in those of Hongkong. Here the coolie is insolent and moves at a snail's pace; there he is obliging and rattles along at a rate that would fill a Hongkong coolie with awe. The Macao coolie takes an eight mile run as a matter of course, takes you up hill and down dale and at the finish accepts his fare without demanding four times the amount to which he is entitled. Evidently Macao is not run for the benefit of the Chinese coolie alone.

THE N. C. D. News pays the following tribute to Mr. Goodnow: -- When the future historian of Shanghai writes of the Extension of the Settlement in 1899, we trust he will do justice to the strenuous and well-directed exertions in the matter of Mr. J. Goodnow, the U.S. Consul-General. Mr. Goodnow has been one of the most carnest workers in this matter and a most valued ally of the Chairman of the Council, Mr. J. S. Fearon. He did his best when Mr. Conger, the American Minister, passed through Shanghai, to interest him in the matter, and the ultimate success attained is to be largely attributed to his efforts in conjunction with those of the British Consul-General, Mr. Byron Brenan, and Dr. Knappe, their German colleague.

By order of the Inspector-General of Customs the following notice is issued to mariners:-Notice is hereby given that a bank of small extent, with 8 feet of water on it at low water of spring tides, exists about 21 cables S. 1 W. from the south point of Sharp Peak Island To avoid this bank-vessels entering the Min River should, after crossing the Inner Bar, bring the south end of West Brother just ope of the south end of East Brother, and keep them so until Woga Point and High Sharp-Peak are in line. These latter two marks kept. in line on a N.W. course will lead into the deep water to the southward of Woga Hill By Order of the Inspector-General of Customs,

W. FERD. TYLER, Acting Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office.

Shanghai, 20th May, 1899.

Do do during past 24 hour

drought. There is prenty of good water to be the least the ported to 15th instant obtained on the maintained and subable-boats.

Should not be any great dimiculties of the contract of the co

THE MUTUAL BTORES CASE

THE ACCUSED COMMITTED FOR TRIAL!

This afternoon Reginald Hopkins was again, needed rum converted our plain into a healy brought up on remand at the Police Court. moulded platter straight from the potter's hand before Mr. Sercombe Smith charged with and now we are hardening in the furnice o embersling the sum of \$1,000. Two other an ideal midsummer day. Our Jocks are charges were also brought forward embodying the embezzlement of various sums amounting to over \$8,000. Further evidence having been taken the accused was committed for trial at the next Criminal Sessions.

ROWING

On Saturday last the Shanghai Rowing Club held their Spring Regatta, over a down river course, in fine weather. A large number of spectators were present. Following are the

1.- CHALLENGE EIGHT-OAR RACE .-- In Racing Eights. Entrance fee, \$16 per boat. Mih-Ho-Loongs .- Red and Black .- 1.

2-F. Rückel 9 3-- J. E. Denham 11 11 Stroke-F. A. Rickard 6 2-M. Böhl......to 5 3-T. H. R. Shaw.....10 to Stroke-M. F. Landti Cox-A. H. Jamieson 9 4

first to show in front; but there was some rather noticeable splashing, and they soon came back to the Mih-ho-loongs, who rowed all through a quicker and cleaner stroke. Opposite the French Consulate the latter had gone to the front, and passing the Bonaventure were a couple of lengths ahead. Going by the Puenfalt hulk the Club spurted, but they could not catch their rivals, who won in 5 mins, 15 2/5 secs.; the losers' time being 5 mins, 203/5 secs.

2.- JUNIOR FOUR-OAR RACE. In Shanghai Fours. Entrance fee, \$8 per boat. Distance,

mile.	
Midshipmen H.M.S. Bona	venture.—1.
	st. lbs.
Bow-A. T. Tillard	10 0
z-R. T. Ferrand	11. 0
2-R. T. Ferrand 3-F. M. Austen	
Stroke-H. Gibbs	12 4
Cux-F. S. Schäfer	8 10
Red,-2.	
Bow-P. M. Skene-Knox.	11.10
2-H. de Ponthiere	
3-W. A. Stolterfoht	
Stroke—C. F. Gram Cox—A. L. Anderson	10 13
Cox-A. L. Anderson	10 10
Green 3.	
Bow-W. Brand	10 3
2-F. E. Hodges	10 4
3-C: B. Kaye	11- 4
Stroke-J. V. Davis	
Cox-A. E. Algar	12 -7

The "Middies" on the outside, with Red and Green inside, at once dashed away with the lead, and having matters all their own way, and rowing capitally won with ease in sinins.

3.—Double Sculls.—In Club Shells. En-Tyrance fee, \$4 per Boat. Distance, 1 mile.

Bow-A. H. Jamieson 9 4 Stroke-N. B. Ramsay 2.-- Green. Bow-H. R. Thomas,.....9 Stroke-J. Jackson...... 8 Red, on the outside, very quickly took the lead, and steadily drew away, Green indulging a some erratic steering which put them out of

won by many lengths in 6mins, 59:3/5 secs. A.-CHALLENGE EIGHT-OAR RACE - In Racing Eights. Entrance fee, \$16 per boat. Distance, a mile.

it although they sculled well. Red eventually

. I " A" Co. Red and black.
st. 1bs.
Bow-H. E. Shadgett
2-T. H. R. Shaw
3-A. T. Algie
4—1. W. Kichardson 12 1
5-G. E. Stewart
6-E.T. Byrnc
5-G. E. Stewart
Stroke-F. A Rickard
Cox-J. Stenhouse
2 German CoBlack, White and Red.
Bow-H. Reinhold
22-R. Roosen
3R. Kupsch
4-1. Grodtmann
c-F. Munder
4—J. Grodtmann
7—J. Stampff
Stroke-M. F. Lund

Stroke—M. F. Lund 'At about the third stroke, N. 6. in the "A Company boat had the misfortune to break his stretcher but it seemed to have only a momentary effect on the boat. The German Company had the inside berth, and they began with a steady stroke. Until approaching the French. Consulate there was not much to choose between the craft, but soon after "A" Company. spurted, and in front of the Shanghai Club they were at least two lengths ahead. this their victory was never in doubt, and they won easily, the German Co. stopping at the first gun fire and drifting across the line. Time, smins. 22 4/5 secs. S-SENIOR CLUB FOUR-OAR RACE-In

Light Fours. Entrance Fee, 38 per Boat, Distance, i Mile. 1.-Black, White and Red.

2.- Green and Black: Bow-O. Middleton 3.1.1.1.10.5 Cox—A: H. Jamieson 3. Dark Blue, Bow-E. L. Allen 2-A. T. Algie Cox-G. T. Edkins o.-Light Blue. Bow-N. B. Ramsay

Petersen's boat took the lead directly after company so lose in face has ope set. Javon the finishes with the f the signal to go was given, followed by Green

Cox-H. G. Courtenay

MUD FLAT NORTH

Tientsin lies abaking, the few hours much

grambling perhaps a little at the heat on th first day of the meeting ; but the ladies are congratulating themselves con the absence of wind and dust. A soothing sense of quietude pervades the place broken only by, the joyou chirping of small birds and no disturbing thoughts of tottering prestige or looming war intrude themselves. What cares Tientsin today whether Russia chortles but a stone's throw away, or whether China is preparing, in a bet ter-late than-never spirit, to foreibly reject Germany from the hinterland of Kindchaw What, I say, care we for trifles such as these when A. B. C.'s stable is being backed to " clear the field?" and the performances of griffin caught wild in Mongolia three o four months since are promising to line th pockets of C. D. E. and empty those D. E. F. I In the immortal words of th "Equitable" bard, "Lives there a man with soul so dead " that it cannot be stirred to the wildest enthusiasm at the lissues of a day, like this! There are some of us with souls so dead-or so developed?-that beyond the glamour of the day's outing with its curious combination of harmless pleasure and incipient vice, we see a set of young men getting steadily ruined. Within the past two years a little band of promising China, bred boys have been springing up and creeping into the saiddle where they have won easy honours. They ar all under twenty, some scarce eighteen, they have won their "cups" and tasted "the sweets of success, and already their faces have the premature wiseness of the veteran rider It is not pleasant to see their hollow checks and the strained look about eyes and mouth and to know that these cigarette-smoking, race The Club, with the inside position, were the riding youngsters weigh many pounds below their normal weight, and are growing to man hood with no better knowledge and experience of slife than comes, to them by way to the paddock! Some of the older hands are beginning to moralize a little over the object lesson spreading itself out before their eyes, and are admitting that something is amiss Are these the lads who are to sustain British interests in the room of their fathers in the days to come, and the men whose labours the government will be expected to support through thick and thin! Somebody (argued) the other day that the enormous increase in the entries for this meeting was a proof of Tientsin's growing prosperity. It may be comforting to think so and try and believe it; but it may with as much reason be read as an indication is not altogether unknown in the merchant that the shoe is pinching somewhere, and men. are trying with unusual recklessness to recover a little lost ground by way of the turk - It is to be feared that Tientsin is not only not enjoying a wave of any especial prosperity, and doubt may pardonably arise as to whether the old wave of good times will ever visit us again. Competition is increasing on every side and most of it is German. German firms have multiplied here, but no new Britishers have started, and the old established firms are not increasing their staffs in any way, so presumably they are not doing more business, while it is an open secret that the profits on what they do are much smaller. Crowds of strangers are coming up and concessionaires and speculators like locusts. Among the newest arrivals comes a family from Dai Nippon, the first of probably many others who will flee the treaties if they possibly can. The breadwinner has a been l twenty-six years in Japan, but he has a Japanese wife and a large family of sons and daughters; and he knows that bitter humiliations must inevitably be in store for them in that country, so he has come here to try his luck. There are others like him in Tientsin at present,

> gamble at all costs rather than a plod. THE TROOPS IN SHANTUNG. Various reports have been current concerning. the movement of the Chinese troops over the boarder into Shantung. On Saturday it was stated that the shells had been fused and amoun tion served out to the men and preparation finally made for an attack on the Germans in Jihchao; but I do not think there is anything in it. If it is not pure bluff on the Chinese part it is simply the fulfilment of a long-cherished opinion of most this is all that the movement means. A few, however, say that it means more. and that Russia and England are both support ing China in a determination not to allow the game of grab to go beyond its present limits. Each Power can keep what it at present holds but go no farther. I shake my head emphati-'cally and dubiously over this. Some sort of any agreement has been doctored up between

struggling to get a footing and-nu honest

livelihood, but small and progressive as the

place is, it is not easy work. The spirit of play

abroad, and the race to get rich leads, for

Talking of agreements reminds inc. tha Russia has been yery prolific with agreements | Marquis Hirobata, Baron Sawa and Lieur lately. Among other documents she has pledged herself to give the Chinese Government: Tls. 700 for every Chinaman-killed by a Russian in Manchuria. The Chinese are quite like Prefecture, the members of the Municipal satisfied to let several dozens go at this price. Council, the Consular Body and the members but-Russia will of course purchase strictly on of the committee appointed to carry out the the credit system. A cent per centadiscount wishes of the community in the matter of the would be included in a cash transaction.

Liability Companies registered in Hongkong, mittee, read the following address - May it when the Directors are for the most part please your imperial Majesty con the adspicious foreigners. T. e. non-British Perhaps you can loccasion of hyour Majesty's presence in throw some light on the subject in your value. Yokohama, the foreign residents of all nation. able columns. Several institutions here, negist- alities unanimously desire to take advantage of ered in Hongkong under the Companies' Act The opportunity afforded to them of monifesting Ordinance, are nevertheless controlled and their protound respects for your simperial managed by Germans, Russians, Danes-etc. Majesty. They feel it is it great honour and it In the event of mismanagement, failure, gives them the greatest satisfaction to welcome misappropriation of funds, etc., supposing your Majesty at this port and to witness your such a contingency possible, what real hold imperial Majesty's progress through the streets has the British law on these gentlemen if their of this Settlemen Linguccordance with the wish Consular courts should choose to ignore the act expressed by us and graciously acceded to by by which British subjects are bound? The your Imperial Majesty, situit to musica of question has often been raised in my hearing, history how it has grown in long years from an and I confess I should be interested to know insignificant fishing village upillif has attained how it presents itself to others,

SHIPPING REPORTS.

Captain Corfeild, of the steamer Chillagone from Saigon, reports -Light winds and fine weather throughout.

from Coast Porte; reports — Tament to Amoy light variable winds, smooth see and fine cloudy weather; Amoy to Swatow field. It with miles with occasional rain: Swatow for Hong weather with occasional rain: Swatow for Hong kong N.E. wind and heavy S.E. sen v. Vassels in Amoy on 24th New Invariant New Institute of the National Residue of the Willest extent of the wishes of the foreign of the w

YOKOHAMA LETPER.

TROM OUR OWN CORRESPONDENT: YORDITASIA: May Title 1899 A vernacular inurhal has been severely come densing upon the immoral practices which obtain in Japan, not for the phipose, apparently, of independent atopping such practices, but with the lides of inculcating a greater regard for appearances. The journal goes on to tell in story of a governor of a cortain province who left his wife in Tokyo and departed to the prefecture of which he was governor mking his light-o-love-with himselfic there introduced the latter as his wife, and she was made much of by the ladies of the province being elected to the presidency of various institutions in the customary manner as the wife of the governor. Eyentually, however, the whole story was revealed and there was great indignation amongst the ladies who had been "honoured" will an introduction to the governors in minorata; they are clamour for his recall, and the journal in question is -aeniently backing their up in their demand. Before another governors wife is introduced in that prefecture, it will probably be necessary for her to produce

The successful docking of the Victorious at Yokosuka on the 26th ult. is a feather in the cap of the Japanese. The battleship was drawing about 28 feet 6 inches when she arrived at Yokohama, and the authorities decided that she must be lightened up to 25 feet before they could undertake to dock herr. To accomplish this necessarily entailed an enormous amount of work. All the broadside b-in guns with their fittings, water tight doors, amunualtion. coal, water and internal protective fittings had to be landed, as had also the crew with all their belongings. The weight of the men being estimated at about 70 tons, the ship was lightened altogether by about 870 tons, bringing her draught of water to 24 feet I inches, thus allowing her six inches clear of the blocks, and at high water she was carefully and successfully: docked. The arrangements of the authorities were in every way perfect, and they are to be congratulated upon having docked so satisfac-torily the largest warship in the Far East Yet, judging from what I have since heard all this trouble might have been dispensed with-

Although I cannot actually wouch for the accuracy of the report, I have it on yeary good authority that after the dock was pamped out the officials ascertained that all the draught. markings of the Victorious were a foot highers than her actual draught of water. Such a thing service, but it seems hardly credible that a firstclass battleship of the British navy should have her draught-marks inaccurately placed. If however, the report is true the officers and men must feel highly clated when they think of the unnecessary trouble they liave been pur to in landing all the things previously enumerated. and that—everything has to be replaced light is almost laughable.

While on the subject of docks. I may mention that a new dock, the No. 1 Dock of the Yokohama Dock Company, was formally opened on the 1st inst. The dock, however, was already occupied by on of the Nippon Yusen Kaisha European liners, the Kawachi maric. In length the new dock measures on the blocks 489 feet, but it can accommodate vessels 503 feet long; its entrance is 934 feet wide on top and 754 feet wide. at bottom, and it can be pumped dry, in five

Yokohama was en fele on Tuesday last, oth inst, the occasion being a visit from His Imperial Majesty the Emperor of Japan to witness the races. The whole route which his Majesty. was to traverse was profusely decorated the Bund being especially brilliant. There was scarcely a house (in fact I did not; notice one) which was not decorated in some way, and the flags displayed were innumerable, the national standard of nearly every nation being more or less in evidence. The large compound in front of the station was crowded with Japanese awaiting His Majesty's arrival : a most orderly crowd, and I noticed there was almost an entire absence of the badinage which dis- so characteristic of an English crowd. Another very noticeable leature was that there desire on Gen. Nich's part to managivre his was absolutely no cheering on the Japanese troops a bit and see what they can do. In the equivalent, bangar, His Majesty's body. guard consisted of twenty-six lancers only, and considering the comparatively small number of Police there were to keep the growd in checked the orderly behaviour which prevailed all along the route reflected the highest credit

upon the Japanese populace.

Hie Emperor was accompanied by Marquis Tokudağı Lord Chamberlain. Wiscount England and Russia, but one of the (wain Tanaka, minister for the Imperial Household knows how to pump the broomstick if the other Department, Baron Okaya, aide de camp, Mr. Nagasaki, private secretary to the Minister for the Household Department, Viscount Hojor Brima. His Majesty arrived here by special train about 10 to a.in. and was received on the platform by the Governor and higher officials of Some careful speculators here are consider-? His Majesty proceeded upstage with Mr. R. II ing how the law operates in regard to Limited Robison chairman of the International Com the important commercial position which tenow occupies a The foreign residents, flow number ing over 5,000 are pleased to have taken a part in the development of this prosperity. They excognise how much they owe to the protection of your imperial Majesty, and they fervently. desire that your Majesty may bellong spared

to the committee his appreciation-in emphatical arrival at the Racecourse he was lustily cheered by the foreigners assembled and bowed to pentedly in acknowledgment.

In connection with the Emperor's reception there were one or two supprecedented occurrences. For instance, according to custom, the Community's address should have been laid upon the table, but the Emperor received it direct from Mr. Robinson's hand. Then again His Majesty, in his reply not only exceeded the usual inaximum of words, namely asix, but for the first time on record in Japanese history the Emperor, in replying to an address, made reference to commerce. 11. may inention that during His Majesty's progress through the Settlement the foreigners were scrupulous in adhering to the Japanese custom of not looking tlown upon. the Emperor from an elevated position.

- The Nippon Race Club brought their Spring meeting to a close yesterday (10th inst.) The weather was favourable, throughtout the meeting, although the ground was heavy on the first day owing to a downpour of rain the previous day. The principal feature of the inceting was, of course, the visit of the Emperor, but taken all round the meeting was eminently successful. One record was broken. despite the heavy nature of the ground, during the first day's racing, viz.; the Nippon Plate? mile and a half, Mr. Tatsuta's, "Tatsuta' covering the distance in 2 min. 553 sec., the hest previous time being "Young Australia's" 2 min. 56 sec. in November, 1891. The Autumn Meeting will be looked forward to with particular interest, as the committee have ordered a number of whalers from Australia in consequence of the difficulty experienced in securing good country-breds. There is one thing the committee might with advantage take in hand, and that is to provide some accommodation for reporters. There is at present practically no accommodation whatever; there is no place allotted to them from which to view the races, no tiffin is provided, and I am told by two reporters that they even had to purchase their own race books. When members of the Press have to elbow their way amongst the crowd backward and forward in order to obtain particulars of starters; weights, pari-mutuel, &c., it is scarcely possible for them to give a detailed and accurate reports. The committee might provide a box of some kind which would be easy of access and egress, so that the reporters could be saved from the necessity of pushing past the ladies on the grand stand, and by so doing a more detailed and greatly improved account would be obtained for them to place on record. I trust the committee will look upon the complaints of the members of the press in the right spirit, and so arrange matters in the future that the reporters may have a fair schance of carrying out their numerous duties with more efficiency and comfort than has been, possible hitherto.

TIENTSIN SPRING RACE MEETING, 1899.

Monday, Tuesday, and Wednesday, 15th, 16th and 17th May

Stewards :-- W. C. G. Anderson, Esq., Ballauf, Esq., J. M. Dickinson, Esq. (Hon. Ssc. and Trear.), W. H. Forbes, Esq., A. Irwin, Esq. E. Jacobsen, Esq. (Clerk of the Course). H. R. Robertson, Esq., and J. Stewart, Esq. Clerk of the Scales .- J. W. H. Forbes, Esq. Starters .- Messrs: Stewart and Dickinson. Indges. - Messrs. Anderson and Irvin. Timekeeper.-E. Johnson, Esq.

Telegraph Board .- H. Ballauf, Esq. Record Keeper .-- W. McLeish, Esq.

FIRST DAY,--MONDAY, 15TH MAY, 1899. The Spring Cup; value, Tis. 125; for China ponies; weight for inches as per scale; griffins of this meeting allowed slbs; entrance. Ils. 5. One mile and a quarter.

Mr. Eric's gr. The Boneshaker, tost relb Mr. R. Stewart Mr. Heinemann's ch. Na Na, tost 9lb......

Mr. Tai-lai's br. Moribund, 11st 4lb Mr. F. Sommer Mr. Andrew's ch. Tynedale, 10st 12lb...... Mr. A. Watts Mr. Verdant Green's gr. Last Toast, 10st 12lb.

" Mr. W. H. Hunt o Mr. England's wh. Gordon, 11st 1lb. I. Stewart o Messrs. Bax-Ironside and Campbell's ch.

The septet of old established favourites got nway to a very pretty start. 'A trio entered the straight in line, viz., Moriband, Na Na, Last. Toast but the Peking pony rapidly came. through and went stride for stride with Na Na. the latter held his lown to the very post, when Mr. R. Stewart landed The Boneshaker in front of his rival by a very brief nose. grand finish; Moribund was a fair third, a length and a half astern. Time, 2,41.

The MAIDEN PLATE; value Tls. 225; first China ponies that have never run before; Tis. 10. Three quarters of a mile. Mr. Detring's blk. Set, fist 7lb

Mr. Colin Campbell's dup. White Foot, Mr. Munthe's br. Belial, 11st 4lb 4. Mr. C. R. Morling 3 Mr. Andrew's sk. Aindale Liner alba Mr I. W. Fenton of Mr. Andrew's gr. Egil Jarl, 11st 11b

Mr. Edgar's bay. Saphir, 10st 9lb Mr. England-Sebrof's ch. Omdurman, late... Mr. J. M. D.'s ch. Matchlocket 1st alb.

W. H. Hunt o Mr. J. M. D.'s dun. Decree, 11st 41b Mr. Poison's br. Lapin, 11st 4lb.

Mr.-G. D. II. Bidwell o The crowd got away like a cavalry troop, in a dead level line. Aladale made the pace pro Mr. W. J. Gresson 2. came up (29secs.) and the race was virtually Mr. Andrews br. Abbeydale, 11st olb over for place one At the half (54) he led by two lengths, and then romped away and won just as he liked by any number of lengths. He was pulled up and cantered in but even. under these conditions he beat the local record and equalled that of China. There was good fun for second honours, Whitefoot taking them from Belial by one length, Saphir was just displaced alter a fine tun in Time 1.50-4/5. The TZU-CHU-LIN STAKES Value Tis 75. For China ponics. Weight for inches as per

The small field got away on level terms, but 1:304-5th, in the second (112-3:5th) they were 1 Mr. Willing's Cr. Manifesto, Tost 1210

The Northern Cun; Value Tis. 125; first vious meetings to carry 5lbs extra; winner of Maiden Plate to carry 7lbs extra; entrance. Tis. 544 One mile and a half. Mr. J. M. D.'s cr. Edict, 11st 11b.....

Mr. A. W. Buckill P. Mr. Tin Wo's gr. Dorogoi, tost 12lb...... Mr. J-Stewart.2 Mr. Tai-lai's br. Moriturus, 11st 6lb Mr. F. Sommer Mr. Munthe's gr. Egil Jari, 11st 11b Mr. J. Watts o Mr. Maukish's gr. Ranger, 11st 4lb Mr. M. M. Drummond o Mr. Two Bobs' wh. Troublock, 11st 3lb

M. R. Stewart o Mr. Poem's sk. Poland, 11st4lb...Mr. H. Hunt. o Mr. Newmarket's br. Belial, 11st 4lb..... Mr. C. Rr. Morling o Mr. Heinemann's bk. Max, rest th Mr. W. J. Gresson o'

Mr. Fnir Offer's wh. The Tiger, 11st 3lb Mr. G. D. B. Bidwell o Mr. Esperance's br. Bayard, 11st 3lb..... Mr. E. Fabris o

ing a sanguinary nose before he came to the flag, he retired. As usual there was an excellent start; Poland, the favourite, took up the lead Troutbeck still led at the mile, 2.11 3/5. Poland came up once more and the old three ran abreast into the home straight. The fifth quarter (2.44 2/5) witnessed a big change, first day; Moribund a good third.—Time. Derogoi and Edict were brought up and easily collaring the leaders limited the race to a duel. The Shanghai jockey after a fine ride in, won by two lengths. Moriturus the same distance behind Dorogoi.-Time, 3.16.

THE PET-HO STAKES .- Value Tls. 100; for . Clima ponies; weight for inches as per scale; winners at this Meeting to carry 8lbs extra; entrance, Tls. 5. Three quarters of a mile. Mr. Andrew's I. gr. Advance, 11st 1lb

Mr. A. H. Watts 1 Mr. Elsindr's dun Aleppo, tost 9lb Mr. R. Stewart 2 Messrs. Bax-Ironside and Campbell's ch.

Sultan, rost olb Mr. Munthe's sk. Svend, rost 12lb Mr. J. Watts o

Mr. Newmarket's gr. Accident, rost 9lb Mr. C. R. Morling o Svend exhibited the old Norse contempt for

law and order by galloping riderless round the course, before he consented to be legally despatched. Accident had the small advantage of a good start, but the field came up and made it a quintet for the first quarter (29/45). Advance led after this and was never again overtaken. The half took 594/5, then Sultan, the Spring Champion in Peking made his bid, for a short time he looked in it, but Advance held on, and Alepho (our Autumn Champion) came up ; the latter made Advance 'burn col," but only got, within two lengths; he defeated Sultan by the same distance.—Time, 1.312/5.

THE CHINA CUP; for China ponics; value Tls. 140, added to a Sweepstakes of Tls. 16 each; forfeit Tls. 5, if declared on or before the date of closing the entries for the spring. meeting, when the balance of Tls. 5 is to be paid and the name and colour of the pony declared; the stakes will be divided as follows; first pony, 75%; second pony, 25%; weight for inches as per scale; winners (at any meeting) of a race of th miles or over, unless won with an allowance, to carry 51bs. extra; non-winners allowed 5lbs; ponies that have never run before this meeting allowed 5lbs.; no ponics, qualified to run unless entered at the spring meeting, 1899, in an official race; entrance, Tls. 10. One mile

and a half: Mr. Heinemann's ch. Igel, 11st 4lb Mr. Detring's bay Ammon, tost 13lb Mr. A. H. Watts 2 Mr. Eric's ch. Rumour, 10st 12lb

Mr. J. Stewart Mr. Willing's cr. Manifesto, 11st 3lb Mr. J. I. M. Drummond o Mr. Gamett's gr. Nabaklisch, 11st 1lb..... Mr. W. H. Hunt o Mr. Tai-lai's ch. Osman, 11st 6lb.....

Mr. F. Sommer Mr. J. M. D's dun Decree, 10st 13lb Mr. A. W. Burkill o Mr. Ray's cr. Phonograph, 11st 3lb Dr. R. Robertson's

Another grand race in the excellent time of 3.15 The event was very open though Nabaklisch's consistently good form during the recent training found him many supporters There was the usual good start, then Osman pony. Tis. 175; second pony, Tis. 50; for led a near field and did the first quarter in 33sec.; he was then joined by Decree and the weight for inches as per scale; Entrance, half was passed in i. 6. Nakablisch now joined the leaders, and all three went merrily past the three-quarters in 1:382. On entering the top bend Osmrn and Decree came away and led strongly at the mile 2.10%; Nabaklisch then again came up, closely followed by the crowd. Decree got first into the straight, but there things changed completely. The fifth. quarter showed uncertained sequence (2.421). Every pony seemed in it, and there was a pellniell run in Cope hundred yards from home Igel, Ammon, and Rummour shot out; there was a fine finish ; good men, good horses. Igel won by a big half-length, and three-quarters separated the second and third -Time 3:151

The VISITORS' CUP; value Tis. 100; presented for China ponies; weight for inches as por scale; griffins, non-winners, allowed slbs entrance, Ils. 5.—One mile.; Mr. Erics gr. The Boneshaker, tost-11b

in Mr. Colin Campbell's dun Whitefoot, 10st 12lb Mr. J. Watts o forced entry of Tls. 5 for all ponies, other than mr. Mr. A. B. Watts o those entered for the Hack Stakes), with Tls. Mr. Verdant Green's ch. Kissing Cup, late 35 added from the race fund; optional for Sleipner tost olb......Mr. W. H. Hunt o griffins entered at this meeting; griffins, non-Mr. England's wh. Gordon, 11st 11b.

favourite lay back and only came up on spice | Cup, and Abboydale at the head. The race ing the straight. The quarter took 28 1/5 and looked like a procession, but somehow they all Mr. Gametta gr. Nabaklisch, 11st 11b hopes were entertained of another record, but telescoped up again into a heap just as they Moriturus was never pressed he camo steadily dashed into the straight. At this point away and won as he liked by five or six lengths, | eight were abreast and it seemed any Svend beating Khartoum by a brief head. Time, pony's race. The three quarters (1.33 2/5) saw Messrs. Bax-Ironside and Campbell's ch. Boneshaker well up, with Whitefoot powing bravely at his shoulder. The run in was brilliant Griffing of this meeting and Non-winners at Agitator" was ridden to his last ounce. The previous meetings. Griffins to carry weight Peking ex-Champion came in untouched in the for inches as per scale; Non-winners at pre- fine time of 2.6 1/5, leading Whitefoot by two and a half lengths; Moribund a short head behind the latter. - Time, 2.5 1/5.

> SECOND DAY, TUESDAY, 16TH MAY, 1899. THE "ANCHOR FLAG" CUP.-Value Tis. 100; presented by Nils Möller, Esq. For China ponies; weight for inches as per scale; winners of one race at this Meeting to carry 81bs, extra : of two or more, tolbs, extra ; entrance, Tls. 5. Three quarters of a mile.

Mr. Elsinore's dun Aleppo, tost 9lh Mr. R. Stewart 1 Mr. Andrew's I. gr. Advance, 11st 9lb Mr. A. H. Watts 2 Mr. Tai-lai's br. Moribund, 11st 4lb Mr. F. Sommer

Mr. Munthe's dun Eric. Jarl, rist ilh Mr. J. Watts o Mr. Garnet's gr. Nabaklisch, 11st 1lb Mr. W. H. Hunt o Mr. Newmarket's gr. Accident, rost 9lb

Mr. C. R. Morling o

Accident had the advantage of the start but was quickly overhauled by Eric Jarl and A fine race Egil Jarl went out, but develop- Advance, who passed the first post together in 30 4/5 secs. In the bend the orders was Advance, Moribund, Eric Jarl, with Aleppo well up and the much fancied Nabaklisch in" with Troutbeck and Moriturus on his flanks. the rear. The same three entered the straight Mr. Andrew's br. Abbeydale, 11st 11b....... First quarter 31; the same trio in the sequence in line but with Aleppo rushing up on their of Troutbeck, Moriturus, Poland, passed the flanks. The half (62 secs.) saw a duel between Mr. Verdant Green's gr. Last Toast, rost 121b half in 1.4. Then Dorogoi asserted himself, Advance and Aleppo. There was a good and exchanged placed with Poland, three quar- race home but the 8lbs. penalty just reversed Mr. Detring's blk. Ptah, 11st 1lb............ ters 1.38 1/5. The hend saw little change, and | yesterday's issue in the Pei Ho Stakes and gave the leading honours to Aleppo, the Mr. Colin Campbell's dun Whitefoot, 10st 12lb Autumn Champion. He beat Advance by 11 lengths taking a second longer than on the Mr. Newmarket's gr. Accident, rost 9lb.....

> THE TIENTSIN DERBY; a Sweepstakes of Tis. to each, with Tls. 120 added; for China ponies that have never run before this meeting; first pony to receive Tls. 175; second pony Tls. 50; third pony Tls. 25; weight for inches as per scale. One mile and a half. Mr. Maukisch's ch. Castor, 11st 4lb

Dr. Robertson Mr. J.M.D.'s er: Edict, rist ilb. Mr. A. W. Burkill Mr. Tin Wo's gr. Dorogoi, tost 12lb

Mr. J. Stewart Mr. Detring's bay Ammon, 11st 4lb..... Mr. A. H. Watts o Mr. Newmarket's br. Belial, 11st 4lb

Mr. C. R. Morling o Mr. Heinemann's blk. Max, 11st 1lb Mr. W. J. Gresson o Mr. Fair Offer's wh. The Tiger, rost 9lb Mr. E. Fabris o

A very open race, and as it turned out, a slow one: After the usual happy dispatch Edict and Dorogoi led the pace effecting a lejsurely quarter in 355cc. Belial then took a strong lead for half a mile (1.11 2/5, 1.47) but at the entrance of the top bend they were seven. all together. The mile (2.19) was taken here abreast. Castor after this took a strong lead and came finely into the straight, his next quarter was 3 (2.50) Edict came on in hot chase and was ridden to his very limits, but he never got nearer than three lengths. Dorogoi, a longer interval behind, was third.

THE "BENEDICTS" CUP; presented; second nony to receive Tls. 50 from the race fund; for China ponies; weight for inches as per scale; winners of one race at this meeting to carry 5lbs, extra; of two or more, 8lbs. extra; entrance, Tls. 5. One mile and a quarter. Messrs. Bax-Ironside and Campbell's ch.....

Mr. Tai-lai's br. Moriturus, 11st 6lb Mr. Colin Campbell's dunWhitefoot, tost 12lb Mr. R. Stewart 3 Mr. Andrew's ch. Tynedal, 10st 12lb.

Mr. A. H. Watts o Mr. Verdant Green's gr. Last Toast, 10st 12lb. Mr. W. H. Hunt o Mr. England's wh. Gordon, 11st 1lb Mr. A. W. Burkill o Mr. Newmarket's gr. Cambusdoon, 11st 1lb

on . Mr. C. R. Morling o

Another very open event, but which issued in a surprise after all. The field got prettily away en bloc and duce Moriturus effected Stage One in 36/1/5. The journey up the back straight was a joint stock affair, and very slow at that (1.10). The bend saw the crown equated (three quarters, 1.62 1/5). Moriturus was if anything the leader, but on entering the home lap Gordon, Last Toast, and another were with him. Things now changed very Whitefood a good third.—Time, 2.45 4/5.

The CRITERION STAKES; a forced entry of Tls. 5, with Tls., 100 added; for all griffins of this meeting (excepting those entered for the Hack Stakes) first pony to receive Tls. 175; second pony, Tls. 60; weight for inches as per scale.—One mile. Mr. Detring's blk. Set, 11st 7lb.....

Mr. JaM. D.'s ch. Matchlock, 10st 12lb Mr. A. W. Burkill 2 Mr. Poem's sk. Poland rist 4lb..... Mr. M. J. Porter 3 Mr. Andrew's sk. Aludale, 11st 4lb Mr. Edgar's bay Saphir, tost 9lb Mr. W. H. Hunt o Mr. England-Sebrof sch. Omdurman, 11st 11b-Mr. E. Fabris o The Race was no race, merely a procession: some disappointment was shown that Castor did not go out to open out the winner. Mr. Burkill on Matchlock tried tactics to defect the tactics; when Matchlock shot away from the flag. Set at once took charge and his Jock 'nolens, volens, instantly collared' the leader.

At the quarter (29 1-5th) he led by 4 lengths, at half (59) by ten, at the three quarters (1.31 2.5th) by fifteen or eighteen, and at the post by anything between twenty and thirty. Matchlock was two lengths in front of Poland: The TIENTSIN STAKES; value Tis. 200; a winners, allowed 7lbs; first pony to receive Mr. A. W. Burkill o 75%; second pony 25%; weight for inches as the Detring blk. Pinh, 11st alb inches as per scale.—One mile and three quarters.

terms, and was much gratified with the hearty. Moritums at once took up a leading position Joined by Abbeydale; aften this the field tailed. With Moribund, Kissing Mr. Mankische gr-Ranger, lost 14 h. Svend, the off over half a cable, with Moribund, Kissing Mr. Mankische gr-Ranger, lost 14 h. Mr. Tai-lais ch. Osman, rrst rib

> Messenger, 11st 11b Dr. Robertson o Bayard led for the first quarter (36'3/5), and pony, Tla. 100; second pony, Tla. 25; for and exciting; every pony, but the "Osseous Messenger, made the pace for a very clongated field in which the dark ponies were at the head and whites at the tail. The next two stages. were also slow (1.11 4/5, 1.46 1/5), Messenger, keeping the the lead. After this Phonograph, displaced him, the cream "bank-note" did his tardy mile in 2.20. The next quarter saw the whole field tailed off indefinitely, the leading sequence being Phonograph, Osman, Messenger, Edict. Messenger ogain came up in the bend and at the fifth quarter (2.51 1-5) was close up on Phonograph and Osman. Into the straight the latter pair came together, Edict and Messenger close up. The penultimate post was passed in 3.23 1-5. Then Igel came gallantly on and made a powerful bid for victory he was just a trifle late however, Mr. Gresson had enough left in his pony to land him a winner by a fine head; Edict a fine third, one length behind. Time, 3.56.

The TAOTAI'S CUP; value \$100; presented by His Excellency the Taotai : for China ponies : weight for inches as per scale: winners of one race at this meeting to carry 7lbs. extra; of two or more, rolbs, extra; entrance Tls. 5. One mile.

Mr. Tai-lai's br. Moriturus, 11st 8lb,.... Mr. F. Sommer Mr. England's gr. Khartoum, stist ilb...... Mr. J. Stewart 3

Mr. J. W. Fenton o Mr. W. H. Hunt o

Mr. A. H. Watts o Mr. W. J. Gresson o Mr. C. R. Moriling o

Khartoum was left rather badly but quickly hurried up into the crowd and joined the leader Accident; together they negociated lap one in 31 4.5, the field well spread out behind them. The half saw Accident still in front (1.3 3-5), but before the next post was passed Moriturus and Whitefoot had displaced the leaders. Three-quarters (1.25) Moriturus seemed to have it all his own way but about a furlong from home Mr. Burkill came finely up on Rescript on the outside. There was a very fine finish, the popular Shanghai Jock took it by a short neck; good men both. Khartoum half a length behind Moriturus. The issue was another upset. Time, 1.7 3-5.

The PARI-MUTUEL CUP; presented; value Tls. 240; first pony, Tls. 160; second pony, Tls. 50; third pony, Tls. 30; for China ponies; winners of one race at this meeting, 5lbs; extra; of two races, 8lbs; extra; of three or more races, tolbs ; extra ; griffins, non-winners, allowed 7lbs; entrance, Tls. 5. One mile and a-quarter.

Messrs. Bax-Ironside and Campbell's ch. Sultan, tost 9lb..... Dr. Robertson Mr. Tai-lai's br. Moribund, 11st.4lb.... Mr. Heineman's gr. Na Na, tost 9lb......

Mr. Verdant Green's ch. Kissing, Cup late Sleipner rost 9lb...... Mr. W. H. Hunt o Mr. Tin Wo's gr. Dorogoi, tost 5lb.....

Mr. A. H. Watts o Mr. J. M. D.'s ch. Decree, tost 11lb Mr.A. W. Purkill [6]

Mr. Newmarket's br. Belial, 11st 4lb..... Mr. C. R. Morling o Mr. Heinemann's bl. Max, tost 81b....

Mr. W. J. Gresson o The field got away nicely en masse and kept together for the first quarter (33), then Max, Decree, and Moribund showed up and passed the half-mile in 1.4 3/5. Decree led for the

next part of the journey, with five ponies in a line at his heels (1.361) Moribund now came on and got first into the straight passing the mile in 2.91. Na Na promised to challeege him for a fine run in, but Sultan was brought strongly up by Dr. Robertson and early distanced them. both. He won by 6 lengths. Moribund a short length before Na Na.—Time, 2.41 3/5.

THE HACK STAKES; value TIs. 100; first pony, Tls. 75; second pony, Tls. 25. For bond fide hacks approved of by the stewards and not otherwise entered at this meeting: weight, 160lbs: riding colours need not be declared; Entrance, Ils. 5.—Three-quarters of a mile.

Dr. Robertson's ch.: Mountain Deer, 160 1 Mr. Heinemann's gr. Nudl, 160......3

This race aroused keen interest from the fact that the trio concerned were all good old racehorses: the time 1.34 r/5 was fairly good when rapidly, Sultan came up at the mile (2.14 3/5), we remember that the weights were 160 lbs. and Whitefoot showed up among the leaders. | Nudl led for the first two quarters (30 4/5, 1.2) There was a helter skelter in but Sultan and then Mountain Deer came away and won ultimately beat Moriturus by an umple length, from Sayonara by six lengths; Nudl was three This is the tenth consecutive year of Moun-

tain Deer's appearance on the course, and his fourteenth win. Sayonara's record being almost as interesting. Time 1.34 1/5,

NOTANDA CALENDAR.

Meteorological means based on ten year, observations to 1803. Humidity......84.0 TO-DAY. WEATHER REPORT On date at. On date a -Barometer......29.63 Thermometer 85

Rainfall Friday, 26th May, 1899. Chinese-13th of 4th moon of 35th year of Kwang-sil. Sun-Rises 6hr. 6min. High water-Morning 8hr. 40min. Afternoon zhr. 18min. Low water Morning Johr. 49min. Afternoon thr. 13min. ANNIVERSARIES.

1593—Fray Pedro Bautista, Spanish Envoy left Manila for Japan. 1846 Hongkong Club opened. 1867—Duchess of York born.

Saturday, 57th May 1899 Chinese talk of ath moon of 25th year of Kwang sit. Sun—Rises High water Morning Ohr. 24min. Afternoon zhr. sómin.

Low water dierming

Afternoon ... Shr. Onin. ANNIVERSARIES 1831-The keys of the British factory at Canton handed to the Chinese constabulary by the East India Co. 1841-Canton ransomed for \$5,000,000.

arkr. zamin.

1848-Death of Princess Sophia, daughter of George III. 1850-Attempted assassination of the Queen by Robert Pate. 1855—Capture of Kertch. 1860—Palermo captured by Garabaldi.

1884—Loss of the s.s. Posang near Fisherman' 1 1897-Imperial Bank of China opened at Shanghai, Russo-Chinese Bank opened at Peking.

1879-General Grant arrived in Tientsin.

SHIPPING AND MAIL NEWS.

MAILS DUE. Indian (Chelydra) to-morrow. Australian (Futami Maru) to-morrow. Canadian (Empress of China) 30th inst. German (Sachsen) 30th inst. American (America Maru) 4th prox. American (City of Peking) 13th prox.

THE Imperial German mail steamer Suchse carrying the German mails with dates from Berlin of the 1st inst. has left Singapore on the 25th inst, at 6 p.m. and may be expected her on or about Tuesday afternoon the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba.....at Kowloon Isla de Luson Hongkong Maru..... Hyson U.S.S. Bennington ... U.S.S. Olympia D. Juan d'Austria ... Gerard C. Tobey Rosetta Ragner

Shipping.

ETTRICKDALE, British steamer, 2,468; Stewar 25th May,-Moji 20th May, Coals.-Dodwell & Co.

COPTIC, British steamer, 2,744. Inman Scalby R.N.R., 26th May, San Francisco 28th April, Honolulu 6th May, Yokohama 18th. Kobe 19th, Nagasaki 21st, and Woosum 23rd, Mails and General.-O. & O. S. S

PARRAMATTA, British steamer, 2,854. Symons, 25th May, Shanghai 23rd May, Mails and General. P. & O. S. N. Co. CHITTAGONG, British steamer, 1,241, C. R Corfield, 25th May,-Saigon 21st May, Rice.—Dodwell & Co. HAILOONG, British steamer, 783, A. J. Robson

26th May,-Tamsui 2jrd May, Amoy 24th and Swatow 25th, General,-Douglas Lapraik & Co. WHAMPOA, British steamer, 1,109, A. W. Saies 26th May,-Canton 26th May, General,-

Butterfield & Swire. CHIYUEN, Chinese steamer, 1,169, W. M Jamieson, 26th May,-Canton 26th May; General.-C. M. S. N. Co. FOOCHOW, British steamer, 1,253, H. Smale, 26th May, -- Amoy 24th May, General, --

Butterfield & Swire. NUBIA, British steamer, 3,845, G. C. Henning, R.N.R., 26th May,-London 20th April and Singapore 21st May, Mails and General.—P. & O. S. N. Co.

WANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 26th May, -Shanghai 23rd May, General.-C. M. S. N. Co.

Clearances at the Harbour Office Tientsin, British str., for Shanghai Devawongse, British str., for Swatow.

Whamboa, British str., for Shanghai. Nanchang, British str., for Canton, Den of Ogit, British str., for Sourabaya. Kohinur, British str., for Singapore. Marie Jebsen, German str., for Hongay Hinsung. British str., for Singapore.

Departures.

May 26, Devawongse, British str., for Bangkok May 26, Birchtor, British-str., feb Shanghai. May 26, Haiching, British str., for Swatow, May 26, St. Helens, British str., for Swatow. May 26, Tordenskjold, Norw. str., for Canton. May 26, Talegami Marn, Japanese str., for

May 26, Kolinur, British str., for Calcutta. May 26, Hinsang, British str., for Singapore. May 26, Cardiganshire, British str., for Japan May 26, Whamboa, British str., for Shanghai. May 26, Foochow, British str., for Canton, May 26, Kasuga Maru, Japanese str., for

Thursday Id. May 26, City of Rio de Janeiro, American str., for San Francisco

Passengers -- Arrived.

Per Chitlagong, from Saigon-70 Chinese. Per Ettrickdale, from Moji-Mr. G. E. Har Per Fouchow, from Amoy-Mr., Mrs. and Miss Weatherstone, and 12 Chinese

Per Parramatta, from Shanghal for Hon kong-Mesers, C. Savonset, G. C. W. Rirkpatrick, Basmussen, T. Haslam, Misses Stewart and Alves, and I Chinese. For Bom bay-Messrs. Moosedulla and Jacob. Butter. For Marseilles-Mr. C. Dowdall, and Mrs.

Per Coplic, from San Francisco, &c. -Com. S. M. Ackley, U.S.N., Mr. W. S. Taylor, Lieut. R. W. Capps, Mr. and Mrs. A. J. de Rozario, Messrs. L. C. Tuckerman, A. H. Rutherford, R: M. Gray, E. Hjousberry, J. Tulloch, Win. E. Schiele, Mr. and Mrs. F. Smythe and servant, Master F. Smythe, Dr. C. L. Gee Wo. Dr. and Mrs. 5. H. Wainwright, Master D. T Wainwright, Master S. H. Wainwright, 132 Chinese and Lapanese in steeringe Per Kwang Lee, from Shanghai-Mr. Ehrhardt, and or Chinese.

Per Nubia, for Hongkong from London-Mr. and Mrs. Williams child, Mr. and Mrs. Fernandez, and Major S. G. Everitt. From Malta-Mr. A. C. Mackenzie, 1 Sergeant, 1 Corporal, and 15 Privates. From Brindisj Messrs. A. R. Carré and A. C. Hartwell. Canninge, Messrs, T. Simpson, V. F. Page and servant. For Shanghai from London-St. Sergt. Williamson, Col. Sergt. Brook, Sergts. Whittaker, Rundle Lee, Sutherland, Capts. J. F. Menries, A. J. Hill, G. E. Pereira, Lieut. R.

The TAU-CH-LIN-SLACE NAME of Crinches as per Section (China points: Weight for inches as per Section (China points) (

Per Adura Mark for Australia—Majo Browne, Mr. C. S. Diane, Mr. and Mrs. At McLean, Miss. M. R. Rabono Mesers. Sam Male, S.J. Rabone, Miss Bur, Hon, and Mrs. Toohey, Misses Egan, Toohey, Messra Toohey, S. F. Tawnley, Mrs. Robinson and 2 children.

STEAMERS EXPECTED. Names. Chelydra Futaini Maru Thursday I To-morrow Empress of China Nagasaki May 30th Athenian Vancouver America Maru Japan Will une 4th Hiroshima Manu...Singaporo une stl Tacoma une otli Bormida une 8th City of Peking ... San Francisco... June 13th.

We would direct the attention of slipping firms to the style in which "Steamers Expected," and "Projected Sallings" are now published in these polumns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

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•	THE STICK AND THE OR	Tan

THE STICK AND THE CRUST

A stick and a crust of bread. Like the hands of a clock these two artices told the time o' day for nearly a year in a certain main's life. Yel, unlike the hands of a clock, they were not visible at once. When he needed the stick he had no use for the crust and when the crust was welcome he lind no further pecasion for the atlck.

Albeit he was a young fellow of twenty-six, you would be wrong in supposing this stick to have been in the intere of a weapon for affack or defence. In that case the crust and the stick would have harmonled. As it was, they did not. For the wick was, a supportant a cluba

Now, when a man feels the pressure of eighty or ninety years he is apt to want a travelling companion. of that sort : but one in the very beyday of youth, not suffering from any, injury and not constitutionally feeble, or imilformed, should commonly be able to walk without a stick. And so this young mad had always done up to the time when he fell out with the crust and with all that the crust stood for or represent-

His own account of the circuinstances fund thus i-"Up to October, 1893, I had been a strong, healthy, and active man; Then I commenced to feel weak and out of sorts. I was heavy, tired, and died no ambition or energy. What had come over mo I could not imagine. I had a foul, masty taste in the month and was constantly spitting up a thick dirty phlegm. My appetite left me, and what little I ate lay, on nily stomach like lead, canding mo great rain. about the chest Askhort, distrossing cough seitled. upon me and troubled me day and night. "At night my sleep was disturbed and broken with night awents and frightful dreams. I shad great pain at the last side around the heart, and my breathing was libried and short. Next I began to spit blood

and was gently blarmed at it. I wasted away sabidity.

losing avot a stone weight in a month, and became so

weak that I was unable to rise on my feet without "Although only a young man of twenty-la Lying obliged to habble about with a stick and could wilk but a short distance oven at that, Worried and anxious I attended the York County Hospital, where

the doctors sounded mound said I was in a consump-Here we have another of the serious and witen fatte. mistakes that are made in cases like this . Milled by symptoms which in come respects resemble those of consumption, medical mon hastily decide that the lange are affected, front the patient perintetorily for the luncless disease he is not affeted with and leave the result to chance. Hence he often the of dyspensis. and its complications—his true discase—which unlike consumption, is easily onrable by the remaly out friend finally employed

"They gave me cod-liver off," he continued wand medicines, but I not no better, Indeed, I was so lowspirrited and miserable I didn't care what became disinc. As time passed I grew weaker and wonker.

"After I had endured ten months of this Me! W. Dickinson, the chambet in Walmaste, advised me to try, Mother Beigel's Syrup. After taking it a few From Penang-Mr. A. Oeshele, Wylie and food giving me no pala. I continued to take this Wilson. From Singapore-Lieut. Hendley, inclicing only, and roof the cough and breathing trouble left nie and I began to gain stretigth and flesh. When I had taken three hottles I was as strong as over, and could, cat and chipy oren a den oract. linvo since had good health, You are at liberty to publish this lotter and refer all inquirers to me. (Signed) Isaiah Lewis 124. Walmpate, York April 8th 1894.

Futimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SALLINGS FROM HONGRONG -SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILIN	G DATES.
FUTAMI MARU (N. C. H. Hillcoat)	AGASAKI, KOBE and HAMA	YOKO MONDAY; ; 4 P.M.,	29th May, a
*IDZUMI MARU (SI M. J. Curnow	IATTLE, AVASIL, U.S Kobe, Yokobama& Vict	S.A., Syra } Thursday, Oria.B.C. } 4 P.M.	rst June, a
BINGO MARU	ARSEILLES, LONDON WERP VIA SINGAPORE, COLOMBO and PORT SAII	& ANT-) PENANG, SUNDAY, 40	h June.

*Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

 $Manager_{i}$

Hongkong, 25th May, 1890.



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he tains all the essential elements that give strength and vitality to er system. At increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflamat at ion of Throat and Lungs, and overcomes all emaciated, weak Immiencies. Prepared by SCOTT & BOWNE, Limited, London. Bold by all Chemists.

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Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. WORTH A GUINEA A BOX.

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Sole Agents for China. Hongkong, Tith September, 18967

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THERAPION No. 7, in a few days only, removes all discharges from the urinary organs. effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried

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THERAPION may be procured at 2/9 and 4/o per package, of the principal Chemists and Merchants throughout the world In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuing package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery. Sold by A. S. WATSON & Co., Limited,

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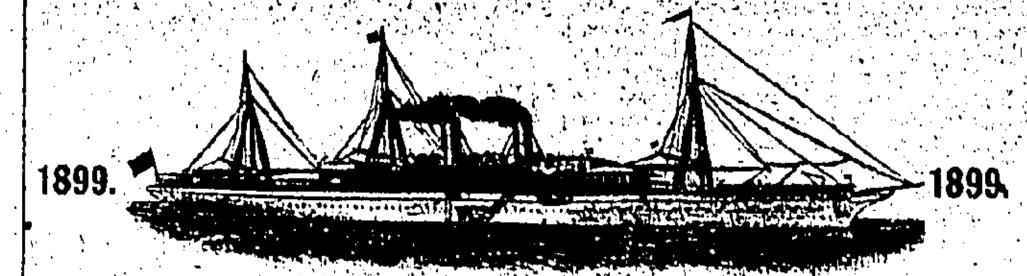
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THE GRILL ROOM.

Hongkong, 1st September, 1897. [39 LEVY HERMANOS.

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PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th June, 1899. EMPRESS OF INDIA...Coundr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899. EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R..... WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS passengers to Great Britain and the Continent are given choice of

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THE DINING CARS and MOUNTAIN/HOTELS of this route are owned and operatedy the Company, and their appointments and Cuisine are unexcelled.

Hongkong, 17th May, 1899.

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COMPANY.

FOR PACIFIC COAST, CANADA: ASD THE UNITED STATES. ITHE C. P. R. Company's Steamship

"TARTAR," 4,425 tons gross register, will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VAN-

The Vessel has Excellent Accommodation or Saloon Passengers. Through Tickets issued to all Points. Through Bills of Lading issued to PACIFIC : THE Steamship COAST, CANADA, and the UNITED STATES. ..

For Information as to Rates of Freight and Passage, &c., apply to D. E. BROWN,

Hongkong, 18th May, 1899.

TOYO KISEN KAISHA.

.: OF JAPAN: AND HONOLULU.?

PROPOSED SAILINGS FROM HONGRONG

AMERICA MARU (via:

Shanghai, Nagasaki, (Tuesday, 13th June, 1' Kobe, Inland Sea, (at Noon. –Yokohama∙& Hono-

NIPPON MARU (via Shanghai, Nagasaki, (Thursday, 3rd Aug., Yokohama & Hono-

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, IN-JFROM VICTORIA, B.C., AND TACOMA. LAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 13th June, at i. Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN. AND SEA OF JAPAN, and call at HONO-JULU, and Passengers are allowed to break their journey at any point en roste.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail; routes from San Francisco including the J SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Z PACIFIC, DENVIR and RIO GRANDE, and NORTHERN PACIFIC. RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of Ly in addition to the regular tariff rate.

Passengers holding orders for OVERLAND GITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO'GRANDE, the American Continent. Magnificent Scenery and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had the first class ATLANTIC MAIL LIE . on application.

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portation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities | Points should be in quadruplicate; and one of the United States, via Overland Railway, to copy must be sent forward by the steamer to Havana, Trinidud, and Demerara, and to ports the Freight Agent, Tacoma, Wash., or Portin Mexico, Central and South America, by the land, Or. (whichever may be the destination of Company's and connecting Steamers.

Freight will be reveived on board until 4 P.M. the day previous to sailing. Parcel address marked in full) by 5 P.M., on the day Packages will be received at Office until-5 P.M. previous to sailing. same day; all Parcel Packages should be For further information apply to marked to address in full; value of same is DODWELL & CO., LIMITED.

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of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

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STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN COUVEŘ, via MOJI, KOBE, & YOKOHAMA. PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and

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MPARRAMATTA, S Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for Generel Agent. BOMBAY, &c., TO-MORROW, the 27th [674a.] instant, at Noon, taking Passengers and Cargo

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wia Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. For further Particulars apply to H. A. RITCHIE,

Hongkong, 26th May, 1899. NORTHERN PACIFIC

STEAMSHIP COMPANIES.

Superintendent.

VM SHANGHAL INLAND SEA, KOBE, - AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

IN CONNECTION WITH NORTHERN PACIFIC RAILW	
Olympia 2,837 J. Truebridge	June 17.
Victoria 3,502 J. Panton	July 42
Tacoma 2,811 A. Dixon	July 29.
Glenogle 3,750 J. McGillivray	Aug.' 8.
	*

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-

T]			
ennox	3.677	Williamson	June 3.
olumbia			
tonmouthshire	2,874	W.A.Evans	July 22.
ennox	3.677	Williamson	Aug. to

HE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class, Tables. DOCTOR and STEWARDESS carried.

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HONGKONG TO TACOMA L28. Rates of Passage to other Points on application. Special rates allowed to members of Govern-

ment Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points. A State of the S

Consular Invoices of Goods for United States the Steamer).

Parcels must be sent to our Office (with

General Agents.

Hongkong, 23rd May, 1899.

Mails.

NORDDEUTSCHER LLOYD.

(Freight Services)

RICKMERS



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LINE

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lishon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante; Black

SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.) PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DESTINATIONS. SAILING DATES. HAVRE and HAMBURG. About 30th 1 Proight and (LONDON with transhipment in HAMBURG) Hildebrandt BAMBERG HAVRE and HAMBURG. About 15th ? (LONDON with transhipment in HAMINURG) Voss..... *KONIGSBERG.... HAVRE and HAMBURG. About 25th (LONDON with transhipment in HAMRURG) Christiansen

* These Stehmers have Superior Accommodation for Passengers and carry a Doctor and

Calling at NAPLES for Passengers only, if sufficient inducement offers, .

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U.S. MAIL LINE: PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG. City of Rio de Janeiro (via Shanghai, Naga-J To-morrow, 27th May, saki, Kobe, Inland

at Daylight. Sea, Yokohama and Honolulu) City of Peking (vial) Shanghai, Nagasaki, Thursday, 22nd June,

Kobe, Inland Sea, at Noon. Yokohama & Honolulu)..... China (via Shanghai, Nagasaki, Kobe, In- Tuesday, 18th July

at Noon.

and Honolulu) THE U. S. Mail Steamship

land Sea, Yokohama (

"CITY OF RIO DE JANEIRO," will be despatched for SAN ERANCISCO, Doric (via Shanghai,) via SHANGHAL NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe...

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the Noon. tained on application.

FIC, UNITED PACIFIC, DENVER and lines of Steamers, and to the principal cities of RIO GRANDE, and NORTHERN PACIFIC of the United States or Canada. Rates, and RAILWAY on payment of L4 in addition to tained upon application.

CENTRAL PACIFIC, UNION PACIFIC, Passengers who have paid full fare, recem-DENVER and RIO GRANDE, and other barking at San Francisco for China or Japan direct connecting Railways, and from Chicago (or vice versa) within one year, will be allowed to destination the choice of direct lines.

on application.

Diplomatic, and Civil Service, to European the Company's Office until Free P.M. the day. Officers in the service of China and Japan, and previous to-sailing. to Government officials and their families. ation to Yokohama and other Japan Ports, to United States, should be sent to the Company's

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages. will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's

Freight, apply to the Agency of the Company, Queen's Building. . S. VAN BUREN, Agent. Hongkong, inth May, 1899.

CALIFORNIA AND ORIENTALS

*Collector of Customs at San Francisco.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANT FE RAILROAD CO.

STEAMSHIP COMPANY

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO AND SAN DIEGO: -VIA INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &C.

Belgian King 4... 3,379 [Milliout - Une 20 Carmarthenshire. 2,929 about July 20 Carlisle City...... 3,002 ... about - Aug. 20 THE Steamship

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YO. MAILS, PASSENGERS, SPECIL, and KOHAMA and HONOLULU, on of about CARGO, will leave this Port as above, calling it

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. AKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA

THE OVERLAND RAILWAYS AND BO TLANTIC AND OTHER CONNECTING OF

AND EUROPES

STEAMERS. VIA INLAND SEA OF JAPAN AND SEA HONOLULU

PROPOSED SAILINGS FROM HONGKONG. 15% Coptic (via Shanghai,) Nagasaki, Kobe, In Tuesday, 6th June. land Sca, Yokohama [at Noon. and Honolulu). Gaelie (via Shanghai, 1 Nagasaki, Kobe, In- [Saturday, 1st July, -- 2 land Sca, Yokohama

Nagasaki, Kobe, In- Tuesday, 25th July, land Sea, Yokohama at Noon, and Honolulu). THE Company's Steamship

and Honolulu).

Steamers of this line pass through the IN-WILL be despatched for SAN FRANCISCO. and passengers are allowed to break their win SHANGHAL, NAGASAKI, KOBE INLAND SEA, YOKOHAMA and HONO LULU, on TUESDAY, the 6th June, at

United States of Canada. Rates may be ob- Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulus Passengers holding through ORDERS TO, and passengers are allowed to break their EUROPE have the choice of Overland Rail journey at any point en route.

Routes from San Francisco, including the Through Passage Tickets granted to Eng-SOUTHERN PACIFIC, CENTRAL PACI- land, France and Germany by all trans-Atlantic,

RAILWAY; also the CANADIAN PACIFIC particulars of the various Routes, may be obhe regular tariff rate.

Special rates (First-class, only) are granted a Passengers holding Orders FOR OVER- to Missionaries, members of the Naval, Military, LAND CITIES in the United States have, Diplomatic and Civil Services, to European between SAN FRANCISCO and CHICAGO, Officials in the service of China and Japan; and a the option of the SOUTHERN PACIFIC, to Government officials and their families.

a discount of to percent. This allowance does. Particulars of the various routes can be had not apply to through fares for China and Japan Special rates (first class only) are granted to All PARCEL PACKAGES should be marked to Missionaries, members of the Naval, Military, address in full; and same will be received at

Consular Invoices to accompany Cargo dest Through Bills of Lading issued for transport- tined to Points beyond San Francisco, in the San Franscisco, to Atlantic and Inland Cities Offices, addressed to the Collector of Customs

of the United States, via Overland Railways, to San Francisco. Havana, Trinidad, and Demerara, and to ports For further information as to Freight orte in Mexico, Central and South America, by the Passage, apply to the Agency of the Company Queen's Building.

1. S. VAN BUREN, Agent. Hongkong, 12th May, 1899. NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR Office in Sealed Envelopes, addressed to the SINGAPORE, COLOMBO, ADEN, SUEZE PORT SAID, NAPLES, GENOA For further information as to Passage and ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS LONDON. NEW YORK: BOSTON. BALTIMORE NEW ORLEANS GALVESTON: AND SOUTH AMERICAN

THE COMPANY'S STEAMERS WILL CALL ATS SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B. CARGO CAN HE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Sachsen - Wednesday - sist June Bayern. Wednesday 1 19th July Prink Heinrich: Wednesday 1611 Aug. 3 Preusen____ Wednesday 13th Sept 19 Suchren Suit Wednesday Tith Oct. Rayern Wednesday 8th Novsair

at NAPLES and GUNOA. Through Bills of Lading issued to any point. Shipping Orders will be granted till Noopopage in the United States. Monday, the toth June. Cargo and Species. Cargo will be received on board until 5 P.M. on the day previous to salling. Parcel packages TULSDAY, the 20th June, and Parcels will rewished at the OFFICE until the same be received at the Agency's Office until Noon. time. All parcels should be marked to address on Tuesday, the zoth June: Contents of in full. Value of same is required. The Packages are required. No Parcel Receipts 2

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LERS and WATCHMAKERS

Sole Agents in the East for the amaigamated
CLEMENT, HUMBER and GLADIATOR Co., Ld.,
DUNIDO TREES BICKCLES PRICE 3150.
A special reliable Watch made for this Climater
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Opposite the Talgraph Office 7

Hongkong, 23rd May, 1899.

Hon

THE JOHN DOWNRIGHT LETTER! NO. 1,

A REVISED CHINA.

We republish the following taken front th first number of the London Letter, a weekly journal of promise; published specially for the use of Britishers in the Colonies and abroad, We'do not entirely agree, with John Downright in all he says in this letter, but we do heartily concur in the necessity for downright plain speaking in these days and we wish the new long line of Japanese islands stretching right venture every success :--

My dear Charlie,-Yes, my dear fellow, you are perfectly right, British interests are going

You ask me to give you my ideas as to a policy which would solve the Far Eastern problem to the satisfaction of the British residents in China. This would seem a big order, but in reality a sound British policy out here would not be so complicated a matter if we were to set about it in the right way. But before going into such a question we must begin by divesting our minds of everything which has gone before, We must forget our politics and our journalism especially the London portion of it. I was going to say we must forget all about our existing treaties with China, but that would have been superfluous, for the British Govern ment always does that as soon as fliey are

In order to make my argument clear I have sketched out a map of the Far East which is not at all like the authorised maps one buys except in general outline, for it represents new Far East which Great Britain could perfectly well arrange without war and almost without complications. The effect of such an arrangement would be that we as Britons should be able to hold up our heads once more out here, for not only should we be respected on account of our practical strength, but even the Chinaman would acknowledge that we had effected something which would operate for his lasting good. Then, again, we could make money, which in a business community is a consideration.

Let me begin by running over a few points with regard to China on which all of us are

These are :-

1.-The Chinese Administration is corrupt and rotten to the core and is incapable of governing the buntry.

2.—The only method of making China abide by her international contracts is force. 3.—The Russians are in the process of absorbing Northern China and, in measure as they do so, British influence at Peking suffers

increasingly. 4.-We do not see our way of stopping Russian aggression as fur as land fighting is con-

5.-We cannot make any compact with Russia which would be worth the paper it was

6.—There must come a day when Russian aggression will have made the influence of that country paramount with the Chinese government unless steps are taken to counteract that influence.

7.-Russian influence on China is pernicious in that it is neither of a civilising nature nor embraces the "open-door" policy.

All these things being accepted, it seems to me that the remedy lies in our doing away with Peking, or rather with doing away with its political importance. We should in fact shift the capital of China; shift it to a place which is beyond the control of Russia, where we can adequately protect not only the Chinese Empire against her enemies, but also the Chinaman against the official class.

To do this we must reduce size of China by lopping off from all of the Northern provinces; we must, in fact perform the drastic surgical operation of amputating an important limb for the purpose of saving the trunk.

"That is all very well," you will say, where are we to draw the line? Are we to have an itinerant Capital in a caravan, or a junk, which shall recede southward in measure as Russia advances in that direction?" Not at all. Nature has provided a line of demarcation, and that line is formed by the course of the Hwang-ho. That enormous river, with its treacherously shifting bed, will form a terrible obstacle to those who are to build the railway from Peking southwards; and will also cause considerable difficulty to an army attempting to cross it. On the banks of this river we should take our stand, and say to Russia once and for all, "So far shalt thou come and no

No river it is true, however awkard the halural barrier which it affords, can be regarded as a complete means of protection in itself. Later on I will tell you how such a frontier could be protected; so for the time being, let us assume that it can be done. Now the first thing to be accomplished in order to bring about what I may call the "Revised China" is to form a solid strategical and commercial treaty between Great Britain, the United States and Japan; a solid, but a very simple one, for the interests of those three nations are at present identical in the Far East. These allied Powers should then approach the Peking Authorities with a scheme of reform for China, and insist on that scheme being put into effect.

in the event of there being any opposition, as no doubt there would be, the allied Powers is stated that the Pope may possibly be reshould withdraw their representatives from presented too. Commenting on this intelli-Peking and notify the world that they notionger recognise the existing Chinese Government. They should then establish a new regime in a new. capital. This capital should be Nanking, which is on the Yangtsze, was formerly, the metropolis | being, apparently, not definitely closed. This of China, and is comparatively "contagious" is said to be the more desirable as the public to Shanghai, the actual progressive centre of evidently very painfully resent the exclusion of Europeans in the Far East. The new Govern. I the Transvall and the Orange Free State, and ment, with a brand new Emperor, if necessary, are therefore not in the proper frame of mind should be formed from such of the Chinese as | for the feception of the delegates to the Peace thight be chosen by the allied Powers on account of their enlightened views, and totally irrespective of any particular dynasty, actual or theoretical, or of any existing official class, The new Government would be under the protection, and for many years to come under the control, of the alled Powers, and Peking should be given to understand that the !! New China, would control the whole of the country bounded by the Harang-ho on the north, the Tonquin and Burmeso frontiers on the south, and Tibet on the cast in short that portion which I have styled the Revised China. The portion of northern China, above that boundary which is not yet actually Russian may be considered as a Euffer in the ultimate removal of real grievances, state and be relegated to the existing authorities. state and be relegated to the existing authorities, should such exist, by mutual co-operation, and where they might be left a more or less free without the mediation of any foreign Governhand to continue to work their neferious will ment or advice from capitalists. in much the same manner as they do to-day, but over what will be a greatly reduced area.
The allied Powers should take over, too, that The allied Powers should take over too, that in a shed in a garden at Hitchin a pair of portion of Korea which I have shaded on the robins have chosen as the site for their nest. portion of Korea which I have shaded on the map, more especially on account of its strate been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had been placed on a jam pot, which with others, had and Collars renewed on ald ones.

Ladies and Children's Under all dren's Dresses, and all kinds of Hamping and Presses, and all kinds of Hamping and Pr

territory, us we should only have to capture or destroy her fleet a simple matter and from time to time as a means of protesting when occasion demanded, we could blow up Vladivostock, Rort Arthur, and Talienwan. Wecould turn the gulf of Pechili into the far eastern Black Sea, holding the Dardanelles in the shape of Wei-hai-wei on the one side and Korea on the other.

Then, again, owing to the position of the down the Asiatic seaboard for three thousand miles from Kamschatka to Formosa, and with British Hongkong and the American Philippines at the extreme south, we could prevent all possibility of commerce by between Russia and the outer world, if nocessary. We could, too, discount the anticipated commercial value of the Trans-Siberian Railway. Thus we should have created a moral hold on Russia which would be amply strong enough to make her act reasonably.

You will notice that the Germans at Kinochau are within the limits of the New China: No doubt, the Germans would be glad chough to work in with the above mentioned alliance; and, in fact, I should be for "letting 'em all come" within reason. We might even take in France; when she has had enough of her onesided alliance with Russia; for a very doubtful modicum of langloire, whatever that may be, cannot prove satisfying in the long run. B the way, what is this I hear "We are going to make a compact with Russia to give her a free hand in the north of China, on the condition that we are to do what we like in the south." Where would France come in under these

Talking of France brings one to the question of the southern frontier of the Revised China. This I should maintain in its existing form. French political, under the guise of missionary, influence is undoubtedly strong in southern China to-day; but it would not be so with a China which possessed any sort of means of self-government and self-defence.

> Yours ever. JOHN DOWNRIGHT.

CLIPPING FROM HOME PAPERS.

LONDON, April 22nd. MR. BALFOUR AND THE TRANSVAAL.

Army Estimates were under consideration during the greater part of the sitting of the House of Commons yesterday. Various subjects of more or less interest were discussed, including the increase of British troops in South Africa. Several Radical members spoke with warmth on this matter, contending that what was happening would incyitably excite. the hostility of President Kruger and the Boers, even if it did not arouse the suspicion of the colonists themselves. At length Mr. Balfour appealed to the Committee not to continue the irritating debate. The idea that the troops were intended to coerce anybody in South Africa was utterly absurd. The Government had no provocative intentions. They desired to interfere with no-man's rights, but merely to maintain their own. The Johannesburg correspondent of the Times says that the population there are awaiting anxiously, the decision of the British Government on the recent petition. Everything indicates that Pretoria would yield to pressure. If the opportunity is missed the capitalists will almost certainly make peace with the Government at the expense, possibly, of Imperial interests. THE ANGLO-AMERICAN UNDERSTANDING.

The Vaterland, the leading Clerical organ in Vienna, has published an article, according to the Times correspondent, in which, a propos of the Samoan difficulty, the writer attributes most of the difficulties of the Continental Powers to the "Shylock" policy of Great Britain and to American competition, He regards the Anglo-American combination as already superior in naval and economic strength to either the Dual or the Triple Alliance, and advocates united action by all the Powers of Continental Europe against it.

April 25th. ANGLO-AMERICAN UNITY IN SAMOA

CORDIAL SPEECH BY AN AMERICAN JUDGE. The cause of Anglo-Saxon unity received an impulse at the hands of an American judge last night. Reuter's New York correspondent says that at the anniversary banquet of the St. Georges Society, the healths of Queen Victoria and of President McKinley were drunk. Chief-Justice Fort, of the New Jersey Court of Common Pleas, in the course of a speech, said, The power of unity of purpose of these two great nations cannot be over estimated. The Samoan incident proves that if Germany had fired alone, or America or England had fired alone, international complications beyond estimation might have followed: When England and the United States fired together, there was silence in all the capitals of the world. No nation under the sun can refuse arbitration when these two peoples declare that wise policy. The peace of the world is in their hands."

INVITATIONS TO THE PEACE CONFERENCE. According to reports from Vienna, Bulgaria is, says the Rotterdam correspondent of the Times, to be invited, with the consent of the Sultant to attend the Peace Conference, and it gence, a leading journal there suggests that the Dutch Government should still endeavour to have the two Dutch Republics in South Africa I invited to the Conference, the list of invitations

SMALLFOX AT HULL

The sanitary authorities at Hull are displaying considerable energy and anxiety in consequence of the outbreak of smallpox. There are now twenty cases, including the four from the steamer Port Darwin, which arrived at

Mongolia as lar as opposing her by land is Chapman has wished to hold such operations, concerned; but with an alliance on the lines; but he had only now been able to overcome above set down we could readily check her | the difficulties that stood in the way. The advance on the sea-board or on the heutral ! scheme embraces not only the "regulars" in the Scottish command, but also about thineen regiments of trifle and artillery volunteers the Fife and Forfar Regiments of Light Horse, and the Lothian and Berwickshire Yeomanry Cavalry. The manouveres will be held in the neighbourhood of the historic common of Dunbar. There will be two camps, the northern and the southern. The former will be situated

at Castle: Moffet, a little to-the south of Gar- I Captain Kock, will be-despetched as above vald; and the latter at Crickness; about twelve in miles south of Dunbar, and almost equidistant. between that town and Duns. The manchive for Passengers, and has a Refrigerating Chaming ground will cover an area measuring about froct which ensures the supply of Fresh Proseven miles by four miles. The proprietors have come forward in a most patriotic and public-spirited manner, and have not only putno difficulties in the way of the troops being moved over their ground, but are to give every facility. The details are being worked out by a board of officers, at the head of whom is Colonel Winter, D.A.A.G.

A REPORT BY LORD KITCHENER. After a camel ride of 800 miles through the Eastern Soudan, the Sirdar has arrived at Berber. In a telegram to the authorities in Cairo,

"Everywhere I found the people thankful for their release after their terrible suffering during the Dervish rule. The country is much ruined. The Shukurieh tribe, which used to pasture 80,000 camels, now has only 1,000, The Hadendowas suffered worse than the other. tribes, immense numbers dying of famine in Osman Digna's camp, where the whole tribe was collected by the Baggaras and not allowed to leave. Except on the Abyssinian frontier, near the Gallabat and Bazeh country, public at Daylight. security is excellent everywhere and travelling is safe without guards."

Lord Kitchener met the sheiks of the different districts, who are all cheerfully doing their utmost to repair the damage done during Dervish rule and collecting all the scattered people as far as possible. If there are good rains this year they hope to make a fair start and rapidly improve. In some parts of the country which Lord Kitchener passed through the soil was very rich, but wells and roads were greatly wanted to open the district. This work has already cen begun.

FEELINGS OF THE POWERS TOWARDS AMÉRICA.

NEW YORK, Wednesday,

The Independent, in an article on the Coghlan incident, says:-"So far as actions can be taken as a criterion of thoughts, the feelings of "the English during the war were with us heart and soul. We do not know what Admiral Chichester told Admiral Diedrichs. No one but Dewey knew what the British fleet would do in case Manila was bombarded. That was the rumour, at any rate. The Germans certainly gave us some anxiety, while the attitude of the English certainly saved us much trouble. We don't believe the Germans meant to fight. The French ships were polite enough, but the French papers in Asia frothed at the mouth when they spoke of us, and blackguarded us after the battle of Manila, calling us bullies, cutthroats, and robbers. The war showed us all the great European nations unfriendly, the single exception being England. We believe we also opened England's eyes to our prowess and our possible mission in the work of development."—Reuter.

THE NEW SOUTH WALES LANCERS. The squadron of the New South Wales Lancers, consisting of 106 men, under the command of Captain C. F. Cox, which is being brought to this country for drills, &c, will arrive in the Ninevah at the Royal Albert Docks tomorrow morning and will thence take train to Fenchurch-street Station. They will be there met by some of the officers of the Home District and by military bands, which will play the colonial visitors through the City and along Fleet-street, the Strand, and Waterloo Bridge to Waterloo Station on their way to Aldershot. The route through the City will be by Fenchurch-street. Gracechurch-street, Cannonstreet. St. Paul's-churchyard, and Ludgate-hill. The Commissioner of the City Police, Colone Sir Henry Smith, is making the necessary arrangements for the passage of the troops on the occasion. The visitors are timed to arrive at Fenchurch-street Station shortly before ten o'clock.

A COSTLY REFUSAL TO PAY A PENNY FARE. Mr. William Rogers, of Shepherd's Bush thought he had a grievance against the General Omnibus Company for not putting him down at the Uxbridge-road Station. The omnibus in which he was travelling stopped a yard or so from the bridge, that crosses the railway, but he refused to get out there, and apparently out of sheer "cussedness" travelled on to Shephard's Bush, where he declined to pay the extra penny. Mr. Lane, the magistrate, ordered him to pay the penny, with two guineas costs, and informed him that his conduct was stupid, obstinate, and unreasonable."

For Sale.

NOW READY. Hongkong Races, 1889.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE 1899 RACE MEETING

with TABULATED STATEMENTS of PLACED and Unplaced Ponies, Jockeys and OWNERS.

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"HONGKONG TELEGRAPH" OFFICE, 50, Queen's Road Central. Hongkong, 6th March, 1899.

-Untimations.

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TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1898,

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Gentlemen's Shirts made to order, and Cuffs : 1 Ladles and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Of the Contracted by the Officers of the Crews Materials can be supplied if required.

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GIBB. LIVINGSTON & Co., Hongkong, 25th May, 1899.

THE OSARA SHOSEN KAISHA, LIMITED. REGULAR-WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUL

THE Steamship " MAIZURU MARU," Captuin S. Nagata, will be despatched for the above ports, on SUNDAY, the 28th instant

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA: Hongkeng, 22nd May, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

HE Company's Steamship Captain Barwise, will be despatched as above

on MONDAY, the 29th instant, For Freight, apply to BUTTERFIELD & SWIRE,

FOR SINGAPORE, PENANG AND CALCUTTA. HE Steamship

-Hongkong, 25th May, 1899.

Captain E. Fly, will be despatched for the above Ports, on TUESDAY, the 30th instant, at Noon, For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Hongkong, 25th May, 1899. INDO-CHINA-STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "YUENSANG."

Captain P. H. Rolfe, R. N.R., will be despatched as above on TUESDAY, the 30th instant, at This Steamer has Superior Accommodation

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" VORTIGERN." Captain Fairweather, will be despatched for the above port, on or about the 31st instant. STEAMERS. "MACDUFF ".....About 15th June. "AFRIDI" "BIRCHTOR" "MOGUL", "GHAZEE"....

"COMMONWEALTH" ... 20th Aug. For Freight, apply to DODWELL & CO., LIMITED. Hongkong, 22nd May, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR TIENTSIN. TCHE Company's Steamship

"NANCHANG! Captain Finlayson, will be despatched as above on THURSDAY, the 1st June. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 17th May, 1899. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship Captain Barr, will be despatched on

FRIDAY, the 2nd June. For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 17th May, 1899.

THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED. FOR LONDON VIA STRAITS.

THE Company's Steamship Geo. W. Long, Commander, will be despatched

as above on or about the 1th June,

For Freight, &c., apply to HOLLIDAY, WISE & Co., Hongkong, 23rd May, 1899. UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRAPURA," Captain A. Notsfall, will be despatched as above on or about the 20th June. For Preight, apply to JARDINE, MATHESON & Co.,

Hongkong, 20th May, 1809.

RIOT RESPONSIBLE FOR DEBTS

Outse Manager Chille ship Freet-A Shirt Ol Co

Consignees.

SHIRE" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE

THE Steamship.

" CARDIGANSHIRE." Captain A. D. Hadley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong

Limited, at Kowloon and stored at Consignees! risk and expense. No Claims will be admitted after the Goods. have left the Godowns and all Goods remaining

and Kowloon Wharf and Godown Company,

undelivered after the 27th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 26th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Hongkong, 20th May, 1899.

PACIFIC MAIL STEAMSHIP COMPANY NOTICE.

"ONSIGNEES of CARGO per Steamship

CITY OF RIO DE JANEIRO," are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent. No Fire Insurance has been effected. I. S. VAN BUREN,

Hongkong, 20th May, 1899. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :--From Madras, ex S.S. Lalpoora. Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, Goods not cleared by the 26th instant, at

4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised,

Superintendent. Hongkong, 20th May, 1899. [1-W]5

ORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX,"

FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature

and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense,

DODWELL & CO., LIMITED. Hongkong, 23rd May, 1899. [1-W 4

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

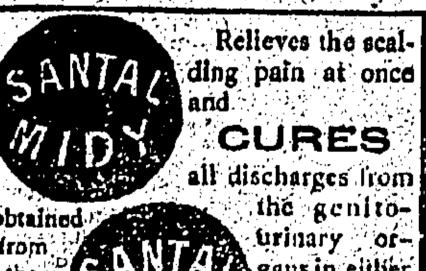
THE Company's Steamship

"INABA MARU." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods. are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-MORROW: Goods not cleared by the 30th instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 29th instant, and FRIDAY the 2nd June, both days, at 10 A.M.

All claims must reach the undersigned before the and June, or they will not be recognised, NIPPON YUSEN KAISHA. Hongkong, 25th May, 1899.



the gans in either sex in sex in Santal-Mir Santal-Midy

Unlike the surdal oil of the

Bazare, it is sure

perior to Copaiba, Cubeh

of Injections,

atture attises failde callses no misopreniances,

Boward of tentration C. N. N. T.A. J.

Each play Copyrige (MI)

Brant play many (MI)

Sease | Thumbs (MI)

Antimations.

NOTICE. THE OFFICES of the "HONGKONG

1. TELEGRAPH "have This Day been reiniwed, to No. 50, QUEEN'S ROAD CENTRAL, Second Floor (the) premises formerly occupied by Messra Poweric & Co.) to which address all communications should bo addressed.

ETH. F. SKERTCHLY,

Hongkong, 1st May, 1899,

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ice-House Road. I S now in a position, in his New und Co-un modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED n the Colony or in any part of the Far East.
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Hongkong, 22nd September 1808.

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The Share Market.

LATEST QUOTATIONS. "(May 26th.) .

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Marine Insurances.

.Union Insurance Society of Canton, Ld. - \$230 China Traders' Insurance Co., Limited-\$63. North China-Insurance Co., Ld.-Tls. 180. Yangtsze fosurance Assoc. Ld. \$114. Canton Lustinince Office, Ld. \$142} sellers. Straits Insurante Co., Ld. -\$41.

Fire Insurances. Hongkong Fire Ins. Co., Ld. -\$3121. China Fire Ins.; Con Ld.-\$83

Hongkong, Canton, & Macao Steamboat Co., Indo-China Steam Navigation Company, Ld. Chini and Manila, S.S. Co., Ld.-\$79.

Douglas Steamship Co., Ld.—\$57 buyers. China Mutual S. N. Co., Ld.—(Preference)— China Mittinii S. N. Co., Ld. (Ordinary)

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kin +1 Bo Queen Mines, Limited-So. 55.
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OPIUM QUOTATIONS.

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Mr. M. Samuel 5

Miss Whiley Mrs. Bagnall Wild VISITORS AND RESIDENTS AT THE PEAK HOTEL,

Dr. and Mrs. N. M. S. Lt.-Col. A. R. Fraser Mr. M. E. P. Frost Mr. H. F. R. Brayne .. Colonel E. H. Gorges Lt. T. Brumby, U.S.N. Mr. H. R. Hardenstle Mr. G. H. Bryant Lieut. R. P. Hobson, " U.S.N. -Staff-Surgeon W. Mr. G. J. Chapman Capt, and Mrs. A. C. Clarke, R.N. Mrs, W. E. Home Mr. John D. Hutchison Capt, van Corbach Mr. H. W. Jeffrics Mr. G. H. Dann Capt. F. Koford Mr. and Mrs. W. H. T. Davis and child Mr. J. E. Lee Mr. C. W. Longuet Mr. A. L. Denison Mrs. C. W. Longuet Admiral G. Dewey, Mr. R. Mitchell · U.S.N.

Col. H. Elsdale Hpn. H. E. Pollock Col. G. J. H. Eyait Capt. H. V. Prynne Mr. F. Ryan Comdr. Cresswell Mr. A. Sinclair Eyres : Mr. J. S. Ezekiel Mr. A. G. Btokes Miss Ezekiel Mr. G. H. Wheeler

Mr. S. A. Olliver

Mr. A. Forbes Mr. H. Wicking CRACIEBURN. Lieut, J. G. Armstrong, Mr. J. A. Ross R.N. The Hon, and Mrs. J. T. Mrs. Armstrong & son _ Toohy Lt.-Col. G. F. Browne. Miss Toohy Mr. Alexander Donald Mr. J. M. Toohy Miss Egan Mr. and Mrs. Reginald. Rev. F. Flyon, R. N.: Turner and family. Major, M. M. Morris, Mr. and Mrs. W. E. R.A. Turner
Mrs. Morris Consul Valpicolli

VISITORS AT THE WINDSOR HOTEL Mr. J. M. Abad Mr. F. Ewing Mr. and Mrs. Bowden Mr. Constantin Hansen, Mr. Ernest A. Browne Mr. Morrison Mrs. Campbell Mr. M. Pardo

Mr. H. G. Davies Capt. G. H. Penne-Mr. Denmann father Mr. E. Digby Mr. Lislie Sadler Mr. and Mrs. Elorriage Mr. J. Stevenson Tod

VESSELS IN PORT.

Steamers. AIRLIE, British steamer, 2,500, C. C. Kock, 21st May,—Sydney 20th April, Brisbane 1st May, Townsville 4th, Cairns 5th, Thursday Island 8th, and Port Darwin 12th,

General.-Gibb, Livingston & Co. AMBRIA, German steamer, 3,527, Burmeister 24th May,-Hamburg and Singapore i8th May, General.—Siemssen & Co. BOGSTAD, Norwegian steamer, 1,970, Gullicksen, 25th May,-New York 24th March.

Petroleum.—Standard Oil Co. CHARTERHOUSE, British steamer, 1,278, H. J. Smith, 25th May,-Penang and Singapore 18th May, General-David Sassoon, Sons & Co.

CONEMAUGH, American str., 1,823, Broomhead, 22nd May,-Manila 18th May, Ballast.—Order.

DAPHNE, German steamer, 1,271, Nissen, 18th May,-Moji 13th May, Coals,-Siemssen

DEN OF OGIE, British steamer, 2,821, Singer, 11th May, -Singapore 4th May, Kerosine. -Amhold, Karberg & Co. DEUTEROS, German steamer, 1,001, E. Petersen, 25th May,-Saigon 21st May, Rice.-

. -- Siemssen & Co. DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.,-Manila 16th January. ON LONDON, Telegraphic Transfer 1/114 GAIRLOCH, British steamer, 2,414, J. Craigi 22nd May,-Batoum 13th April, Case Oil.-Jardine, Matheson & Co.

GODAVEREY, French steamer, 713, Orsim, 1st April,-Saigon 25th March, General.-HAILAN, French steamer, 377, W. Bast, 22nd

May,--Hoihow 21st May, General.-A. R. HATING, French steamer, 705; M. Jenssen, 24th May,-Haiphong 21st May, and Hoihhw 23rd, General.—A. R. Marty.

HOHENZOLLERN, German steamer, 2,039, Woltersdorff, 22nd May,-Yokohama 12ff May, Kobe 16th, and Nagasaki 18th, General.—Melchers & Co. HOIHAO, French steamer, 509, J. C. Gerard,

24th, General.—A R. Marty. HONGKONG MARU, Japanese steamer, 3,385 W. E. Filmer, 18th April, -San Francisco 17th Mar., Honolulu 25th, Yokohama 12th April, and Kobe 13th, General.-J. S. Van

25th May,-Pakhoi 22nd May, and Hoihow

Hyson, British steamer, 2,779, D. Davies, 26th April,-Moji 22nd April, Coal,-Holiday, Wise & Co.

IDZUMI, MARU, Japanese steamer, 2,375, M. J. Carnow, 20th May,-Seattle and Japan 19th April, Flour and General.-Nippon Yusen Kaisha KEONG WAI, British steamer, 1,115, R. Uns-

worth, 2nd May,-Bangkok 26th April, · Rice and Timber.—Yuen Fat Hong KUMSANG, British steamer, 2,075, Hay, 24th May, -Kuratsu 19th May, Coal. -- Jardine, Matheson & Co.

LENNOX, British steamer, 2,301, J. E. Williamson, 23rd May,-Portland, Or. 23rd April, General.—Dodwell & Co. MAIDZURU MARU, Japanese steamer, 667, S.

Nagata, 25th May, Swatow 24th May, General.-Mitsui Bussan Kaisha. MARIE JEBSEN, German steamer, 1,778, T. C. Matthiesen, 18th May,-Java 8th May, Sugar.—Jebsen & Co.

NANCHANG, British steamer, 1,063, E. Findlayson, 22nd May, -Canton 22nd May, General.—Butterfield & Swire. PHRA CHOM KLAO, British steamer, 1,011,

Fowler, 9th May,—Bangkok 1st May, Rice.-Yuen Fat Hong. RAGOVAR, Norwegian steamer, 1,220; Senderman, 22nd May,-Saigon 17th May, Rice.

-Order. Rosetta, British steamer, 2,039, C. H. Watkins, R.N.R., 24th May,—Yokohama 17th May, General-P. & O S. N. Co. SIAM, British steamer, 992, F. J. Ferguson

25th May,-Saigon 20th May, Rico,-Bradley & Co. STOLBERG, German steamer, 1,633, H. Formes Bist May,-Saigon 18th May, Rice,-Siemssen & Co. -

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May, -Manila 7th May, General.-Butterfield & Swire. TARTAR, British steamer, 2,768, H. Pybus, R.N.R., 22nd May,-Vancouver, B.C.

.. 23rd April, General.—C. P. R. Co. TIENTSIN, British steamer, 1,250, Dawson, 23rd May, -Swatow 22nd May, General, -Butterfield & Swire.

Bailing Vessels.

EVIE J. RAV, American bark, 918, Kaston, 11th May, -Singapore 12th April, Timber, -- Sander. Wieler & Co.

G. C. Toney, American bark, 1,390, J. F. Shurtlef, 4th May,-Tacoma 7th Nov. Timber.—Order. HENRY FAILING, American ship, 1,850,

Merreman, 23rd Mar., - Tacoma 12th Jan., Timber.--Master. Kasculsko, British ship, 1,192, Lowies, 23th Jan.,-Newcastle 19th November, Coal.-

QUEEN MARGARET, American ship, 1,999 Fraser, 5th Mar.,—New York 17th Sept., Kerosine Oil.—Standard Oil Co, SACHEM, American bark, 1,267, W. S. Nickels, 19th May, Shanghai 6th May, General,-Slemssen & Co.

WILLY KICKMERS, Gorman 4-mast bark, 1,968, A. Wiechert, 12th May, Cardiff 16th Doc., Coal.—Arahold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 26th, 1899. Alacrity, despatch-vessel, 1,709 tons, 10 6-pd. 9.f. guns, 3,009 i.h.p., Commander A. H. Smith-Dorrien, Wei-hal-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 l.h.p. Aurora, British cruiser, 5,000 tons, Capt. E. H. Bayly, Hongkong.

Londr. C. Winnington Ingram, Hongkong.

Esk, coast descuce gunboat, 363 tons, 3 guns, 200 i.h.p. - Lieut-Comdr. - C. Chadwick, Shanghai. Fame, twin screw, torpedo-boat destroyer, 402

tons, 5,400 lih.p., Lieut. Com. R. Keyes, Hongkong. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong. Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 l.h.p., Capt. W. Fisher, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong, Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Captain G. Callaghan,

Amov. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Wei-hai-wei. Iphigenia, 2nd class cruiser, 3,600 tons, 8

guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. P. S. St. John,

Phanix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Wei-hai-wei. Pigney, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. Green, Manila. Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. Y. De M. Cowper, Hongkong.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Manila. Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, Hongkong.

Swift, gun-vessel, 756 tons, 2 heavy guns, 2 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunied, 1st class cruiser, 5,600 tons, 12

guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama. Waterwitch, surveying vessel, 620 tons, Com-

mander W. P. Dawson, Chusan, Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Amerigo Vespucce, Italian cruiser, 1,333 tons, Capt. Zezi, Shanghai. Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao. Kaiserin Elizabeth, Austrian cruiser, 4:064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun. Saida, Austrian cruiser, 2,350 tons, Capt. Guarde, Shanghai. Strombali, Italiam cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser. 5,000 tons twin screw, 36 guns, 9,5000 h.p., Captain Molas, at Port Arthur.

Alcout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at

Nagasaki. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-

nikff at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt Boubenoff, at Port Anthur. Koreyetz, Russian cruiser, 1,200 tons, 9 guns,

2,150 h.p., Capt. Serebriamikoff, at Por Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin

screw, 14 guns, 1,500 h.p., Capt. Kachaioff at Vladivostock. Navarin, Russian battleship, to,000 tons, to guns, 9,000 h.p. Captain Tenriche, at

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur, Olvasny, Russian armoured cruiser, 1,490 tons twin screw, 12 guns, 2,000 h.p.; Captain. Coprianoff at Nagasaki. Pamiai Azova, * Russian cruiser, 6,000 tons, 36

guns, 8,000 h.p., Captain Virenius, at Vladivostock. Rossia, Russian armourd cruisor, 12,200 tons Capt. Domojiroff, at Port Atthur. Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tone, to gunz, 8,500 i.h.p. Capt. C. Parenayo at Port Arthur, Sivootch, Russian gunboat, 950 tons, twin , scrow'13 guns, 1,200 h.p., Capt. Astromoff,

at Port Arthur. Vladimir Monamach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Voslock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnih, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock

Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock Zablaka, Russian cruiser, 1,230 tons, 20 guns, - 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h,p, speed 31 Revel, rat class, Russian torpedo boat, 96 tons 3 guns, 2 torp tubes 780 h.p., speed 22 knots, Sweaborg, 1st class, Russian torpedo boat, 69 tons, 1 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Dapane, sloop, 1,140 tons, 8 guns, 2,000 l.h.p., Sepenjon, Russian torpedo boat, 23 lons, Trun-Sootchina, Russian torpedo bont, 87 tons, 4 guns, iteriaid, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Strauss, Russian torpedo bont, 23 tons, 1 gun, 220 h.p., 16 knots. guns, 1,800 h.p., 22 knots,

Sunguri, Russian torpedo boat, 140 tons, 4 Ussuri, Russian torpedo boat, 140 tons, 4 guns,

41,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff.
Flagship of Rear-Admiral F. V. Dubossoff.

1 Flagship of Rear-Admiral Recunoff. THE FRENCH SQUADRON. Aspic, French gunboat, 463 tons, 6 guns, 453

h.p., Captain Journet, at Saigon, Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama. Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at

Bruir, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Salgon. Comète, French gunbont, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruisor, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait. French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns,

850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 10 guns, 8,000 i h.p., Capt. Chesmar, at Toku. h.p., Capt. Amot; at Shanghai.

36 guns, 9,000 i.h.p., Capt, de Bretizel, at Pluvier, French despatch-boat, 545, tons, 4

Surprise, French gamboat, 627 tons, 10 guns, 860 i.h.p.; at Saignon. Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

at Haiphong. Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore. Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich ---Wilhelmshaven. Gesion, German cruiser, 4,207 tons, 25 guns,

9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusia, German cruiser, 6,000 tons,

Kaiser, German, flagship, 7,676 tons, 28 guns, Chin Pul, 500 tons, 9 guns, 455 h.p. 7,800 h.p., Captain Stubenrauch, at Wei- Chin Chu, 500 tons, 9 guns, 455 h.p. Moewe, German surveying vessel, 970 tons, Talsula, 875 tons, 6 guns, 5 torpedo tubes, Captain Korvetton, at Amoy. Prinxess Wilhelm, German cruiser, 4,400 tons,

22 guns, 8,000 h.p., Capinin Truppel, at Flagship of Rear-Admiral von Diederichs. * Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON. Ballimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. E. D. Taussig, at

Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. G. F. F. Wilde, at Taku. Buffalo, U.S. converted cruiser, 6,888 tons, 6. guns, 3,600 h.p.; Comdr. J. N. Hemphill, at Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,

Lieut Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 li.p., Comdr. S. W. Very, at Manilar. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. Asa Walker, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 b.p. Lieut. Comdr. J. W. Carlin, at Manila, Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988

h.p., Comdr. W. T. Swinburne, at Manila. Iris, U.S. distilling-ship, 6, 100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at fonadnock, U.S. double turret monitor, 3,990

tons, 6 guns, 3,000 h.p., Comdr. H. E. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Shang-Monterey, U.S. double-turret monitor, 4,082

tons, 4 guns, 5,244 h.p., Comdr. E. H. C Leutze at Manila Nanshan, U.S. collier. Olympia, U.S. flagship, 5,760 tons, 14 guns 17.313 h.p., Capt. B. P. Lumberton, at Oregon; U.S. Ist class-battleship, 10,288 tons,

16 guns, at tit h.p., Capt. A. S. Barker, Petrel, U.S. gunboat, 892 tons, 4 guns, 1,09 h.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, - 800 h.p., Comdr. C. H. West at Manile. Yorklown, U.S. gunbont, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila Vosemile, U.S. converted cruiser, 6,179 tons,

Post Office

Zafiro, U.S. dispatch-vessel

to guns, 3,800 h.p., Capt. R. P. Leary, at

A Mail will close:--For Europe, &c., India, via Tullcome Per Parramatia to morrow, the 27th instant, at

For Yokohama, Kobe and Nagasaki—Per Rosetta to-morrow, the 27th instant, at 4 8,14 Por Amoy-Per Charlerhouse to morrow! the 27th instant, at 3 P.M.

Por Negataki and Vladivostock—Per Sun Chow; Chinese steamer, Ah You.

Daphne to morrow, the 27th instant, at 4 P.M. Sun Chow; Chinese steamer, Ah You. For Kobe—Per Airlie to morrow, the 27th

Hongkong and West River For Singapore-Per Glautur on Monday, the 29th instant, at 11 A.M. For Nagasaki, Kobo and Yokohama—Per Fulami Maru on Monday, the 20th instant, at

JAPANESE MENOP WAR TO

a. A. Mai 15t class 12,460 tons 38 guns 14,000 h.p., at Nagasakl Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 ...h.p., Yokohama Coast Defence Ships:

Maisushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Manila. Itsuskushima, 18t class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Haihidate, 1st class, 4,277 tons, 35 guns, 54,000 h.p., at Shimazu. Kongo, 2nd class; 2,550 tons, 13 guns, 2,035 Hiyer, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., Heiyen, and class, 2,600 tons, 15 guns, 2,400

Ornisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, ist class, 4,978 tons, 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns; 8,500 h.p. Yoshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniswa, protected cruiser, 1st class, 3,709 tons, • 24 guns, 7,120 h.p., at. Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons,

27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Lion, French gunboat, 473 tons, 8 guns, 576 Akitsusu, protected pruiser, 1st class, 3,150 26 guns, 8,500 h.p. Pascal, French protected cruiser, 3,985 tons, Suma, protected cruiser, 1st class, 2,700 tons, 24 gunh, 8,500 h.p. Idsumi, protected cruisor, 1st class, 2,950 tons, 20 guns, 6,080 h.p. guns, 500 h.p., Comdr. Videl, at Bangkok. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akitsushima, protected cruiser, 1st class, at Manila Miyako, and class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons. 15 guns, 2400 h.p. Vouban, Franch flagship, 6150, Capt. Boutet Vaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

> Sloops and Corvettes. Musaski, 1,490 tons, to guns, 1,600 h.p. Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriue 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.

Akari, 620 tons, 10 guns, 700 h.p., at Chefoo. Alago, 620 tons, to guns, 700 h.p. Maya; 620 tons, 10 guns, 700 n.p. Chiokal, 620 tons, 10 guns, 700 h.p., at Fusan, Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 400 tons, 5 guns 472 h.p. 12 guns, 12,000 i.h.p., Captain Gulich, at Chinese, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Torpedo-gunboat.

> 5,500 h.p. Torpedo-boats. Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong. Kolaka, 190 tons, 6 torpedo tubes, 1,400 h.p. 14 boats (Creusot), 56 tons, 2 torpedo-tubes, boats (Kobe), 50 tons, 2 torpedo-tubes, 525

boat (Normand), 75 tons, a torpedo-tubes; 2 boots (Schichau), 90 tons, 1 torpedo-tubes, boats (Yarrow), 40 tons, 3 torpedo-tubes, 10. boats (Yarrow), 10 tons, 3 torpedo-tubes,

Mircelianeous. Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns, (used as training ship.) Monjiu, sailing ship, 877 tons, 6 guns.

(used as training ship.) Zsukuba, mooden screw steamer, 1,989 tons, 10 guns, 520 h.p. (used as training ship.) Asama, sailing coryette, 1,420 tons, 12 guns linger wooden paddle steamer, 1,465 tons,

small guns.

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LOROHAS. atshan, British steamer, 2,260, Smith, Hongkong, Canton, and Macao Steamboat Ho-mm. British steamer, 1,377, S. W. Goggin, -Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,890, A. M. Patrick,

Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd, Butterfield & Swire Hoi-tong, Chinese steamer, 409 fons, Captain Austen,—Chi Wo & Co. Tai-on, British steamer, 728, Goblousid, Tai On Steamship Co. Chun Wai, British steamer, Kwong Wan S.S.

Hongkong and Macao. eungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton, and Macao Macao and Canton.

White Cloud, British etenmer, 752, A. Chuck-

shank,-Hongkong, Canton, and Macao Kiangtung, Chinese steamer, 553, Holmes,-China Merchant Steam Navigation Co. Canton and West River. Lungkiang, British Acamer, 108 Nunes Hongkong, Canton and Macao Steamboat Lungshan, British steamer, 108, Morrison— Hongkorg, Canton and Macao Steamboat City of Whampos Chinese steamer, 40-Ah

Saikong, British stesmer, 250, Kwong Wang Steamship Co. Cheung Kong, Y., Kun, 58, Kwong Wan 5.8, ginald Colville, C. B., Yokohama.

Golville, C. B., Yokoha